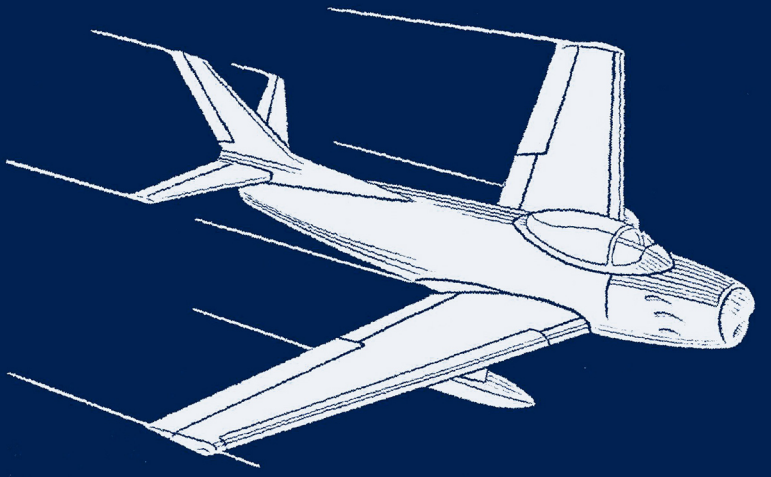
1 FIGHTER WING

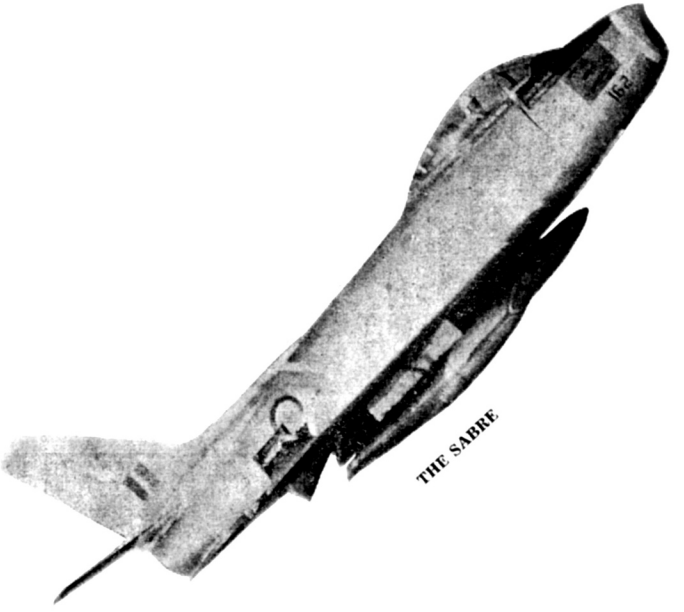


THE FIRST YEAR

1951-52

R. C. A. F. NORTH LUFFENHAM

RUTLAND, ENGLAND



THE SABRE

Dedicated in memory of:

30561 F/O J. A. L. Kerr, Wolfes County, P.Q.
Killed April 18th, 1952

30489 F/O A. E. Rayner, Medicine Hat, Alberta
Critically injured in air accident
Died 22nd April, 1952

15036 F/O R. J. Conti, Ladysmith, B.C.
Presumed dead. Disappeared over North Sea,
July, 1952

33427 Lac T. A. McNeilly, Lloydminster, Sask.
Killed 23rd July, 1952

We shall always remember.

Group Captain E. B. Hale, DFC, CD,

Commanding Officer, No. 1 Fighter Wing RCAF
North Luffenham, Rutland.

GROUP CAPTAIN E. B. HALE, DFC, CD, 38, of Hamilton, Ontario, took over control of Royal Air Force Station, North Luffenham, in Rutlandshire for the RCAF on Nov. 15, 1951. G/C Hale was formerly CO of RCAF Station, Chatham, N.B., Fighter Station, for two years.

A pilot with Imperial Airways on the London-Paris and Southampton-Singapore run prior to World War II, G/C Hale flew Empire Flying Boats. He returned to Canada to enlist in the RCAF in 1939 and was placed on flying instructor's duties. He later served with 116 and 161 Bomber Reconnaissance Squadrons on Canada's East Coast flying Catalina flying boats. In 1943, he took command of 161 Squadron at Dartmouth, N.S., and took over 412 Transport Squadron at Rockcliffe, near Ottawa, Ontario in 1945. In 1949, he was named CO of Chatham.

G/C Hale was educated at Pickering College, Ontario and Colgate University. He is a post-war graduate of the USAF "Air Command and Staff School."

From 1936-38 G/C Hale was owner of "Peninsular Airways," a semi-scheduled and charter flying business at Hamilton, Ontario. At that time he was also President of the Hamilton Aero Club.

G/C Hale recently returned from service in Korea where he completed 23 combat missions as an RCAF exchange pilot with the United States Air Force.

With G/C Hale in the United Kingdom are his wife (the former Dorothy Anne Martin of Kingston, Ontario) and three sons, Michael, age 9, Paul 6, and Robin David who was born at North Luffenham 31st of July this year.

Our purpose here

By G/C E. B. HALE, DFC, CD

IT is a rare, indeed unique, occasion when a unit of the R.C.A.F. is able to mark its first anniversary with the presentation of a Year Book. Formerly, publications of this nature were confined, though not exclusively, to educational and business organisations with the idea of reviewing highlights of the preceding year, while providing at the same time a medium of entertainment.

This book sets out to achieve that dual purpose. Its pages reveal some aspect of our day to day accomplishments from the time this Wing first began to take shape in the autumn of 1951. They trace in picture form a course of events indicative of the varied but orderly pattern we have followed at North Luffenham.

Much has been achieved here, however, which is beyond the scope of this volume to record.

We have advanced from an assemblage of well-trained, highly skilled men a year ago to a strong, compact force today, capable of co-ordinating our individual tasks for the common good of all. Such was our aim at the outset in order that we might qualify as fully fit members of that much broader defensive force—the North Atlantic Treaty Organisation.

As a small but essential segment of the NATO, we are pledged in support of the principles it has set forth. That is the end toward which we must all work and which we must constantly bear in mind. Any weakness at our level will reflect in the overall structure.

Our objective is therefore clear. We must not become lax in the pursuit of individual endeavour. As in the past, we must strive to maintain that high standard of morale which has been so characteristic of 1 Fighter Wing. With these in our favour, and a firm resolve to do the best we can, whatever our job, to that degree will we strengthen the alliance in its efforts to preserve peace.

We can feel assured that our position is secure on these and other points of vital concern to all nations within the NATO framework. As Canadian airmen we have shown consistently what we realise and appreciate to the fullest our great responsibilities. Not only by the manner in which we have shouldered the obligations entrusted to our charge by the people of Canada, but also by the way we have carried forth our commitments in the cause of collective security which is the utimate goal of the NATO.

The record of this Wing over the last year has been both gratifying and encouraging. It has been due to the skill and energy of the men of all ranks working together in mutual agreement and understanding. By concentrated effort not only has a reputable standard of aircraft maintenance and flying proficiency been acquired, but, put to other tasks, the same skills have resulted in the development of baseball and basketball teams, the formation of a Pipe and Drum Band, the organisation of numerous clubs and the creation of a station newspaper. All of these activities, engaged in freely and conscientiously, point to a well-functioning establishment, one which cannot but stand the test should it be called upon in time of need.

Much of the credit for our success can be attributed to the officers and airmen of the Royal Air Force at North Luffenham with whom we of the RCAF have had such close association, and who have rendered invaluable assistance and guidance during our stay here.

Our past achievements augur well for the future. Let us continue to display the same high calibre of workmanship, the same amount of diligence and co-operative spirit and we shall not fail to live up to the traditions of over a quarter century's standing. And more than that, we shall have thereby declared our intention to fulfill our obligations under the NATO pact.

History of the Wing

NORTH LUFFENHAM

RAF Station, North Luffenham, was opened in January 1941, the first unit operating from the airfield being No. 17 Elementary Flying Training School under the command of Wing Commander J. B. Stockbridge.

In July of that year, the station was transferred to Bomber Command and two heavy bomber squadrons, Nos, 61 and 144, took up their stations here. Apart from raids on industrial Germany, the aircraft of these squadrons were also engaged on mine-laying operations in enemy-controlled waters.

The station was transferred to No. 92 Group of the RAF in April, 1942, and No. 29 Operational Training Unit began training aircrews for bombing operations. A little over a year later the airfield was temporarily closed for runway construction.

The next unit to occupy the airfield was the Air Support Division, Substitution Unit, of the 9th Group of the United States Air Force which remained here until February 1944, when North Luffenham once more returned to the RAF, this time coming under Flying Training Command for a short period during which a Heavy Glider Conversion Unit was established.

In November, 1944, the station was transferred to No. 7 Group, a training group of Bomber Command, under which administration it remained until the end of the war. Here crews went through the last stage of their training in four-engined bombers. When the training base closed down at the end of August, 1945, North Luffenham continued its work as a station in No. 7 Group. Until early in 1951 Transport Command RAF, operated an Operational Conversion Unit at North Luffenham, flying Dakota and Valetta transport aircraft. In March, Training Command took over and operated a Refresher Flying Unit at North Luffenham, for the special job of training RAF Volunteer Reservists on jet aircraft and operated Harvards, Spitfire 22's, Vampires and Meteors.

In September No. 1 Fighter Wing of the Royal Canadian Air Force moved in its advance party and began preparing for the eventual handover of the station to Canadian control as the first Canadian Air Force Station in Britain since June, 1946 (when the last of the many RCAF UK bases was handed back to the RAF). On the 1st of November, No. 1 RCAF Fighter Wing was officially formed at North Luffenham with G/C E. B. Hale, DFC, of Hamilton, Ontario, as Commanding Officer. RAF Training Command still operated its training programme at North Luffenham until mid-November. On the 15th November North Luffenham was officially handed over to the RCAF.

LA Station de la RAF, située à North Luffenham, fut ouverte en Janvier 1941. L'école élémentaire de vol No. 17 commenca à y opérer sous le commandement du W/C J. B. Stockbridge.

En juillet de la même année, la station fut transférée au " Bomber Command " et les escadrilles 61 et 144 y prirent place. En plus de raids sur l'Allemagne industrielle, les avions de ces deux escadrilles furent aussi engagés à déposer des champs de mines dans les eaux sous controle ennemi.

La station fut transférée au Groupe 92 de la RAF et le " 29 Operational Training Unit " commenca à entrainer des équipages de bombardiers. Aprés un peu plus d 'un an, l'aéroport fut temporairement fermé durant la construction de nouvelles pistes.

Ensuite l'aérodrome fut occupé par une Division du Support Aérien: le Groupe 9 de L'Aviation Américaine. Ils y demeurèrent jusqu'en Février 1944 lorsque North Luffenham fut de nouveau retourné à la RAF, cette fois sous le " Flying Training Command " pour la période durant laquelle on donna des cours sur des planeurs lourds.

En November 1944, la station fut tranférée au Groupe 7, un groupe de'entrainement sur bombardiers qui, y demeura, jusqu'à la fin de la guerre. Ici les équipages complétaient leurs cours sur des bombardiers à quatre moteurs. Quand la base d'entrainement ferma à la fin d'Aout, North Luffenham continua son travail sous le Groupe 7. De bonne heure en 1951, le " Transport Command " de la RAF entraina des pilotes sur des Dakotas et des Valettas. En Mars le " Training Command " prit charge et commença à entrainer d'anciens pilotes de la Réserve sur des avions à jet. On avait des Harvards, Spitfires 22, Vampires et des Météors.

Et en Septembre un Groupe du " No. 1 Fighter Wing " de la RCAF arriva et commença à préparer la base pour éventuellement tomber sous un controle Canadien comme étant la première station Canadienne en Angleterre depuis Juin 1946 (quand la dernière de plusieurs bases Canadiennes en Angleterre fut retournée à la RAF). Le premier Novembre, " No. 1 Fighter Wing " fut officiellement formé à North Luffenham sous le commandement du Group Captain E. B. Hale, DFC, d'Hamilton, Ontario. La RAF continua encore son programme d'entrainement jusq'à la mi-Novembre, et le 15 Novembre, North Luffenham fut officielement remis entre les mains de L'Aviation Canadienne.

The Executive

G/C E. B. Hale, DFC, CD
Commanding Officer

W/C T. H. Spear
Chief Administration Officer

W/C T. A. Spruston, MBE
Chief Technical Officer

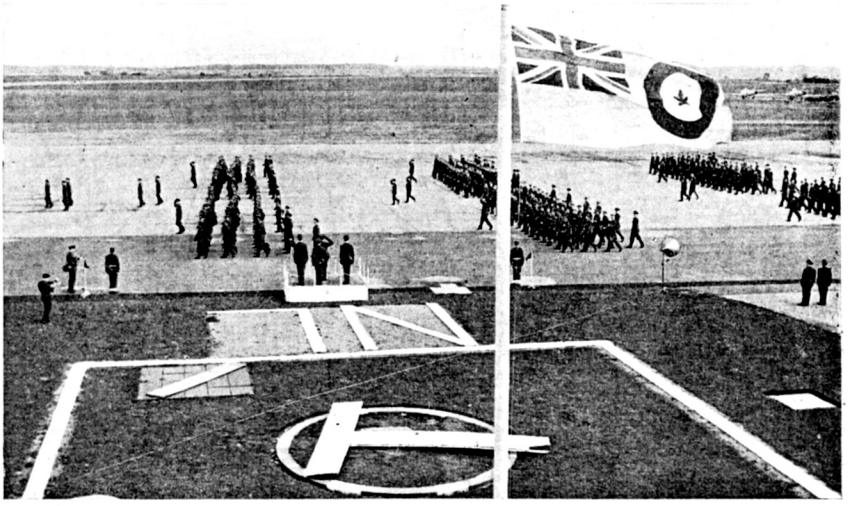
W/C R. T. P. Davidson, DFC, CD
Chief Operations

W/C L. G. Schwab, DFC
RAF. Liaison Officer

S/L D. Warren
Officer Commanding
410 Squadron

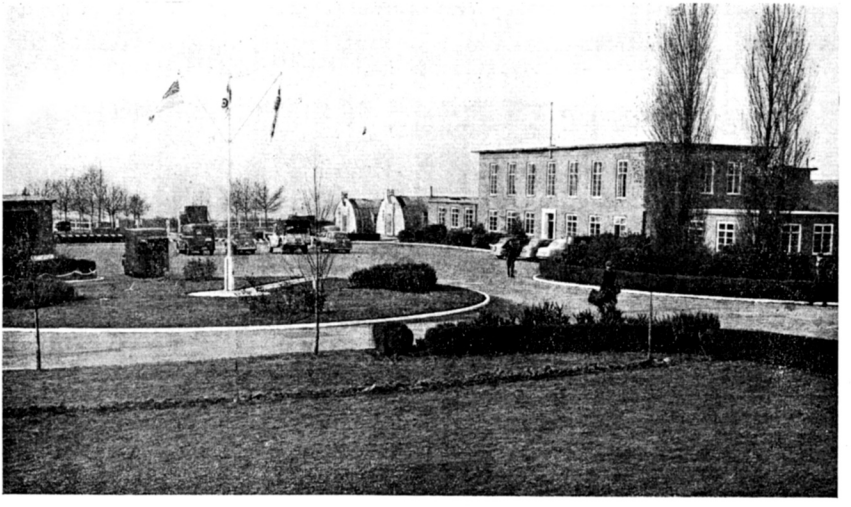
S/L C. Bricker
Officer Commanding
439 Squadron

S/L A. R. Mackenzie, DFC
Officer Commanding
441 Squadron

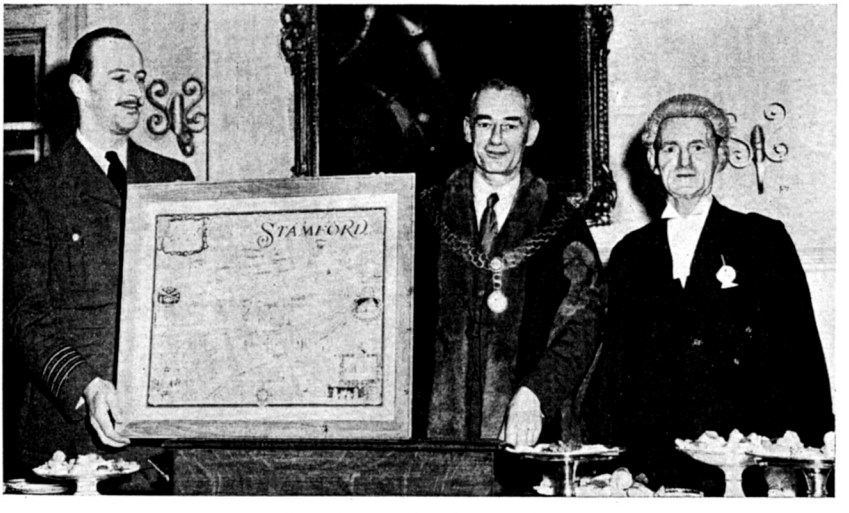


Wing Parade

RCAF Pipe Band at North Luffenham



Administration Building and Main Gate



Reception by Stamford Officials

Transfer of Station

NOVEMBER 1951

The new C/O is congratulated

The signing of the transfer

Defence Minister Claxton chats with F/O McInnis and F/O Chalmers

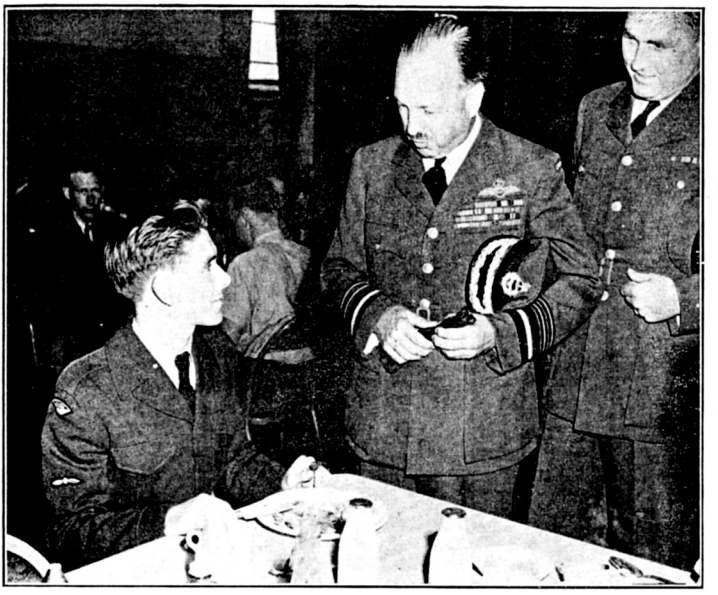
Mr. D. Wilgress inspecting the Guard of Honour

RCAF Guard of Honour at Grosvenor House with Princess Elizabeth, upon her return from Canada

The Honour Guard present at the reception for Princess at Grosvenor House

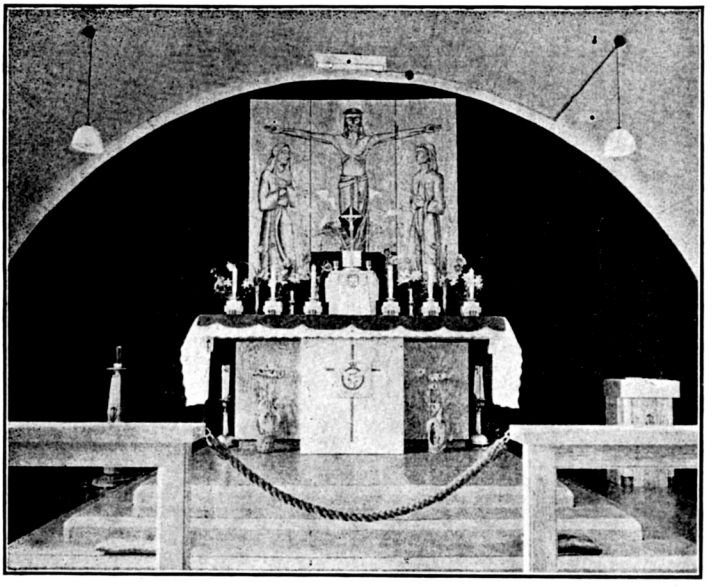
S/L T. Bain, DFC

F/O B. D. Murchie



Chief of Air Staff, Air Marshal W. A. Curtis, CB, MBE, DSC, ED, CCD, discusses food with LAC Bowland, Airmen's Mess, Sept. 5th, 1952

Mr. L. B. Pearson, Minister of External Affairs buys his copy of "Talepipe" at the "At Home" Day



Saint Thomas More Chapel

A YEAR has elapsed since our first contingent of Canadian airmen came to this country; they were soon to be followed by our three squadrons.

With a magic touch of pioneering spirit God's devoted sons of the North were soon transforming a modest building into a House of God.

Officers and men, wives and children came to pay their respects to their Lord and Master by attending Holy Mass on Sundays . . . they came to rejoice at the baptism of their children . . . . they came to pay their final respects to their fellow-airmen who will return no more to the shores of their beloved homeland.

Yes, indeed, after months of planning and work, an empty hut has become a church; its atmosphere has grown on us all.

St. Thomas More chapel is now indeed the Catholic Centre of Little Canada, where one can always find a peaceful atmosphere conducive to meditation and prayer.

Jean-Paul Davignon S/L

LE plus préceiux héritage que nos pères nous ont transmis, est sans doute leur Foi profonde en Dieu.

C'était là, leur soutient dans le rude travail des premiers défrichements de la terre canadienne.

Il en sera ainsi pour leurs petitfils d'une autre époque, loins de leurs foyers, en service commandé, pour la cause des Nations-Unies.

Dès leur arrivée, ils ont voulu se joindre spontanément aux autres, pour transformer une modeste hutte en Maison de Dieu, où ils iront trouver le réconfort spirituel si nécessaire à leur vie de tous les jours.

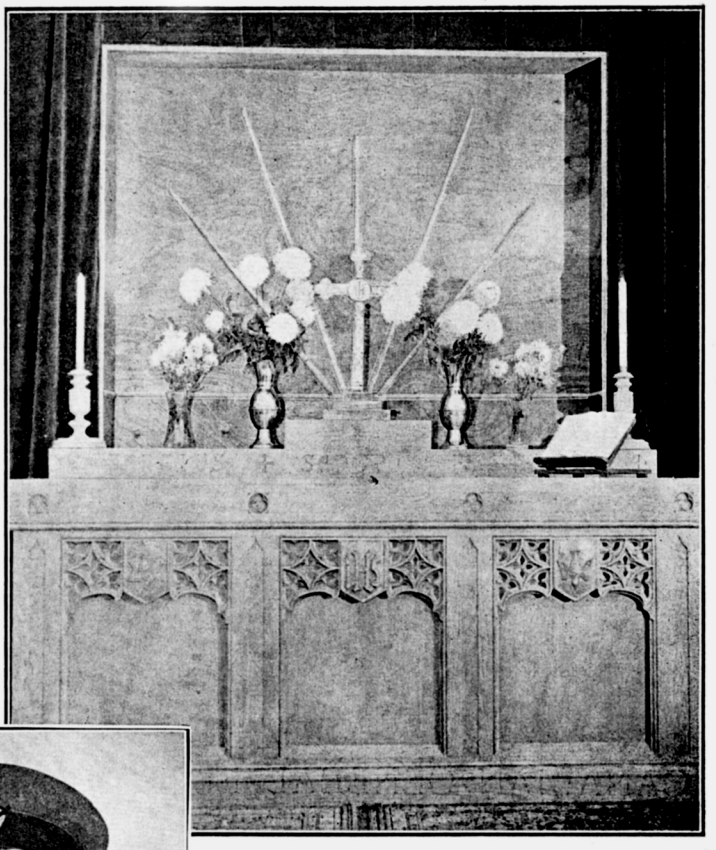
C'est ainsi que, grâce à tous, nous avons maintenant à North Luffenham, la chapelle St. Thomas More.

Une fois de plus les paroles de l' "O CANADA" ont une valeur d'actualité . . . . .

"ET TA VALEUR, DE FOI TREMPEE
PROTEGERA NOS FOYERS ET NOS DROITS."

Jean-Paul Davignon S/L

Protestant Chapel

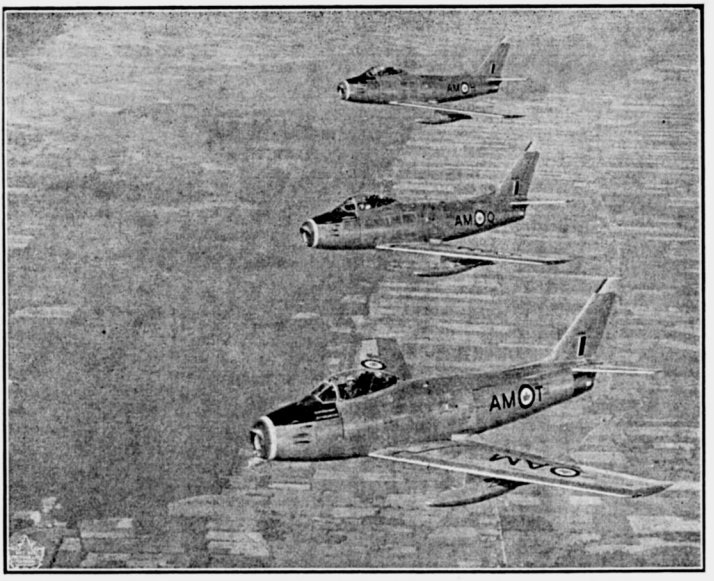


" Among my Souvenirs "

WE like something tangible to bring to vivid recollection, the great and enduring things of yesteryear. This excellent and comprehensive Anniversary Volume is the answer to this demand, and the occasion of the First Anniversary of 1 Fighter Wing is thus fittingly and permanently commemorated. There will be pleasure in scanning its pages, in bringing to mind associations and experiences of the year spent by personnel in the United Kingdom, for retrospection like anticipation, can be a delightful pursuit.

All who have made this Year Book possible are to be congratulated, for it will be treasured, as it occupies a commanding place of honour, " Among my Souvenirs."

F/L A. T. Littlewood



Canadair
LIMITED · MONTREAL

AND

CANADIAN GENERAL ELECTRIC COMPANY
LIMITED

Join together in offering their heartiest good wishes on the occasion of the First Anniversary of No. 1 Fighter Wing at North Luffenham, Rutland, England. It has been an honour and a pleasure to be of service to the Wing during this past year and we look forward to the continuance of our association in the time to come

CONGRATULATIONS

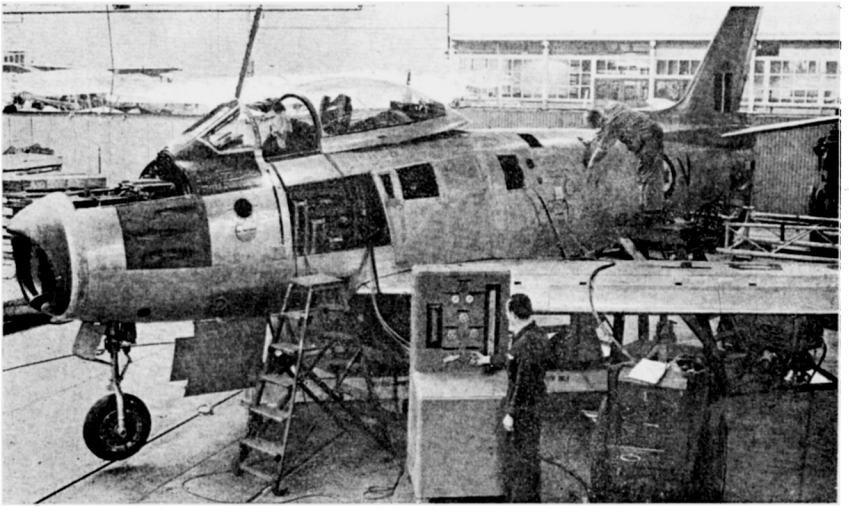
We are glad to have you with us:

MR. V. E. CASWELL, former Squadron/Leader of Toronto, Ontario, has been the Canadian General Electric Representative at the North Luffenham Base, since its inauguration. His Air Force background has fitted him admirably to fulfill his assignment here.

MR. H. W. MATHESON, of Montreal, Quebec, Canadair Representative at the Base until the end of August, 1952. He came over with the first contingent (410 Squadron) on the aircraft carrier "Magnificent" and remained to see the formation of the full Wing.

MR. GORDON G. ELDRIDGE, of Montreal, Quebec, Canadair Representative, who took over from Mr. Matheson. He was here during the early days between December, 1951, and December, 1952, on special assignment.

THE Wing is grateful to these men for their untiring efforts and splendid co-operation throughout their association with us.



Sabre having major overhaul by "Bristol"

THE Bristol Aeroplane Company Ltd. offers congratulations to No. 1 Fighter Wing, Royal Canadian Air Force, on the completion of its first year as an operational formation based in the United Kingdom.

In recent years, the Company has followed a policy of progressive expansion of its Canadian interests and it is a particularly happy arrangement, therefore, that "Bristol" should be responsible for the repair and overhaul of all the Canadair Sabres now in the country.

Negotiations between the Company and Canadair Ltd. regarding overhaul arrangements had begun some months before the first RCAF Sabres arrived in England in November, 1951. The first approach had been made in August of that year by, appropriately, an old friend of "Bristol," Mr. Tim Sims, who piloted Bristol Freighter G-AGVC on its 41,000 miles demonstration tour through North and South America in 1946.

To acquire the necessary technical background a team of "Bristol" engineers and technicians was sent to the Canadair plant at Montreal towards the end of 1951. They were joined by the Company's Assistant Chief Test Pilot, who happened to be in Canada at that time.

From the first moment of contact between personnel of the two organisations, it was clear that there was an admirable spirit of co-operation on both sides—a cordial relationship which has been maintained ever since and has greatly facilitated progress of the overhaul scheme.

In North Luffenham's early days as an RCAF base, the volume of work was comparatively light, but it was clear that as further squadrons arrived and the wing approached its complete establishment, the demands on the Bristol service organisation would be considerably increased.

Work was divided into two categores—repairs which could be handled on site, and extensive overhauls which, it was decided, would be handled at the Filton headquarters of the Company.

As the first preparatory step, a Sabre aircraft was sent to Filton for examination by servicing personnel, shortly after the first squadron's arrival at North Luffenham. A little later, two "Bristol" test pilots went to North Luffenham to take a jet conversion course.

The first aircraft to be serviced was accepted on March 10th by the team of Bristol technicians at the North Luffenham base, and within fifteen days was once again airworthy. Since then, work on site and at Filton has increased steadily, ranging from minor to extensive repairs.

The major overhaul period for Sabre aircraft in this country has yet to be decided. When it is settled, a regular flow of work may be expected. The Bristol Company is well equipped for the task. The supply of spares from the materiél base at Langar is prompt and comprehensive, and a large stock ranging from small parts to major components has been established near Bristol, under the supervision of a RCAF Supplies Officer. In addition, a Canadair representative is stationed permanently at Filton.

The Company is, of course, also responsible for the overhaul of the Sabres' J47 engines. Planning and shop layout is proceeding in the Engine Division and deliveries of engines for overhaul are expected to begin in the spring of 1953.

The Company sincerely appreciates the honour of this association with the Royal Canadian Air Force, and is determined to maintain the "Bristol" reputation for prompt and efficient attention to the operational needs of the Service.

The Royal Air Force Liaison Staff and the Overseas Ferry Unit, North Luffenham, congratulate you, No. 1 Fighter Wing, on your First Anniversary.
W/C L. G. Schwab, Commander and Senior Liaison Officer

Air Ministry Works Dept. Employees wish No. 1 Fighter Wing a Happy Anniversary

Ex-421 (F) Squadron members at North Luffenham

A Tribute to 421 Squadron

421 (RED INDIAN) SQUADRON was re-formed in late 1949 at Chatham, New Brunswick, with Wing Commander R. T. P. Davidson of Vancouver as Officer Commanding. In early January, 1951 the squadron was transferred to England, the first Canadian squadron to be based in the UK since World War II.

It set up operations at Royal Air Force Station, Odiham, Hants in an outlying dispersal, and within two weeks squadron aircraft (16 Vampire Mk V's and 2 Meteors) were airborne. The squadron did many group and wing sorties including combined operational tactics with the American Air Force and Royal Navy during its stay at Odiham. An enviable record in serviceability and flying hours was attained there due to the grand leadership of W/C Davidson. On one particular operation, 421 was the only squadron of the Odiham Wing to achieve the 100% servicetability mark. Another proud occasion for all personnel was a record-breaking month of flying hours (a post war record of accumulated flying time by aircraft for the unit).

In November of 1951 the squadron's tour of operations was concluded and the Red Indians were repatriated to Canada, to be based at Bagotville, Quebec. Over forty members, including W/C Davidson and F/L A. T. Littlewood, of Toronto, Protestant Chaplain, volunteered to remain for an additional year's tour in the UK, and were posted to 1 Fighter Wing. W/C Davidson was appointed Chief Operations Officer for the new Canadian Wing at North Luffenham, and the airmen personnel were transferred to 410 Squadron.

While serving at Odiham, nine members of 421 married English brides and all are now living in the vicinity of North Luffenham. On the occasion of CAS's first visit, the Red Indian Squadron was congratulated by A/M Curtis on its brilliant showing at Odiham, and again when the CAS visited North Luffenham a second time, mention was made of the "familiar faces from 421 Squadron."

At present W/C Davidson is on exchange duties with the USAF in Korea. Many ex-421 Squadron personnel who returned to Canada on expiration of the squadron's tour in this country have now returned with the Red Indians to their new base at 2 Fighter Wing, Gros Tenquin, France. All in all, 421 Squadron based at Odiham, Hampshire was a grand outfit.

Sgt. T. W. Scott

Mobile Equipment Section

By LAC J. R. O'Connor

THROUGH the years man has sought a faster and safer mode of land transport. The earliest men were dependent entirely on their own feet for travel until some time near the dawn of history when the horse was domesticated, and for the time being man's needs were satisfied. But as the centuries passed new lands and frontiers were explored and opened. Horse-drawn vehicles were proving inadequate at the time the steam engine was developed and mass travel on wheels became a reality. For a while Dobbin still held his own despite the advent of the iron horse.

It was not until the latter part of the 19th century that the internal combustion engine was introduced which in its present form has today become an essential almost indispensible part of our way of life. The horse has been all but left by the wayside —another milestone in the history of man's progress from the earliest times.

Modern motor transport is the ultimate in fast, economical road service. It enables us to enjoy pleasure trips to far-distant places, while commercially it is with us at every turn. Most everything we use in daily life has at one time or another been transported by a motor vehicle.

Our Air Force has found this means of transportation of the greatest importance in efficient, year round operations. Mobile Equipment Sections are performing an active role in the largest and smallest of the RCAF units throughout Canada and overseas. We here in the ME Section at North Luffenham are not only proud to be part of 1 Fighter Wing, but also proud of the part we play in its day to day work.

In the year since its establishment here, the ME Section, which at various stages utilized an assortment of Canadian, British and American Air Force vehicles, now uses equipment that is with few exceptions of Canadian manufacture.

What was once a strange land to us has now become as familiar as any part of Canada. Cities and towns that were once but names on a map seem no different than Toronto, Montreal, Vancouver or Winnipeg. During the 12-month period at North Luffenham the total mileage rolled up by our vehicles reached the ¾ million mark.

Like many other sections, ME personnel on arrival in this country encountered conditions which meant a revision of all we had learned about driving. Our reflexes were trained for driving on the right hand side of the road. In many cases it proved difficult to effect a change over to driving on the left. New laws, rules and regulations had to be studied, learned and obeyed. Many of these seemed awkward and unnecessary at first, but as time passed their values were realized. Many unforeseen handicaps were anticipated and overcome. Men who were qualified to drive certain equipment in Canada found it necessary to be "checked out" again in order to ensure they were capable to operate a similar vehicle under English road conditions.

However, the transition period was soon completed, and we are confident our responsibilities have been carried out to the satisfaction of all sections and squadrons in regard to their requirements for ME services. We are sure no one will find fault with us if we say we have put forth every effort to do a good job and to keep the wheels of 1 Fighter Wing's progress rolling. The primary aim has been to keep our aircraft flying. Extra hours and harder work were to be expected and we have endeavoured to accept our share of the burden by making use of every means at our disposal.

On looking over our progress for the year, we of the Mobile Equipment Section note with pride our participation in the overall program of the Wing. Realizing we have not been alone in this great task we take this opportunity to thank all other sections whose efforts have helped us achieve success.

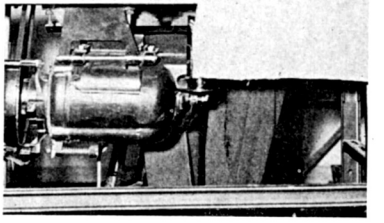
Medical Attention with charm

C/O's Parade Wednesday

Passing the Driver's Test (screwdriver)

Sure way of getting your Wings

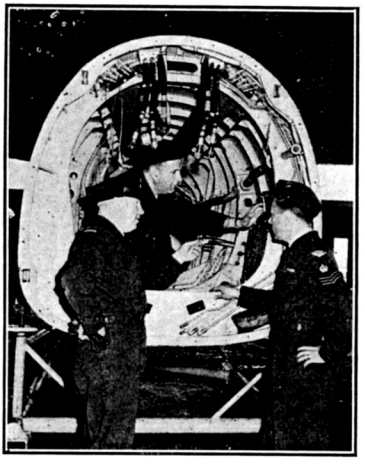
Contacting the Moon



Always in "stitches"

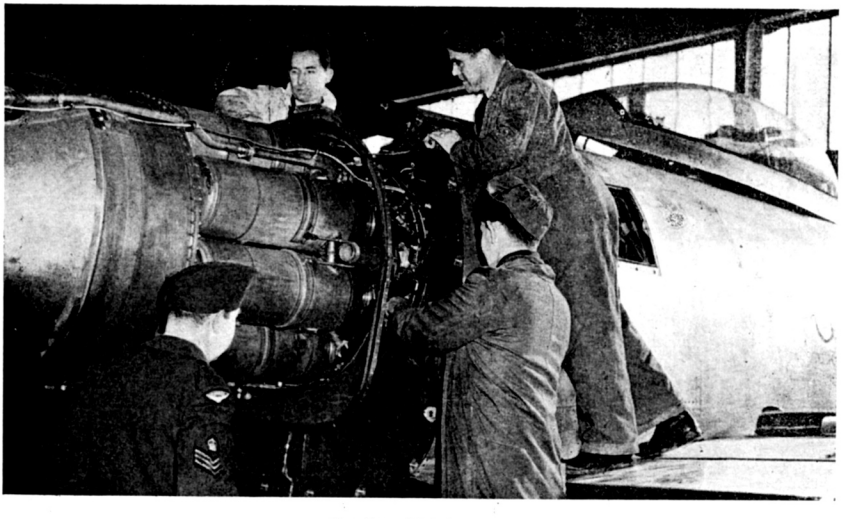
Flying a desk

Good to the last drop



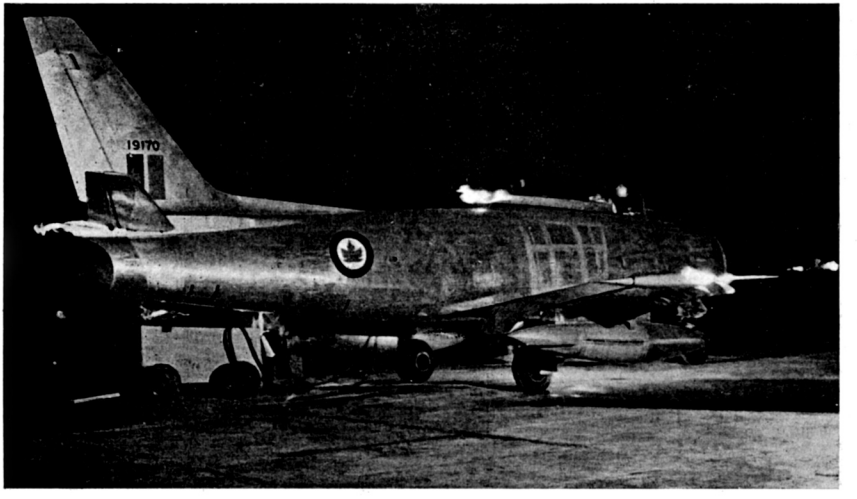
S/L T. Byrne checking fusilage with NCO's

Canadair and Canadian General Electric Representatives studying modifications



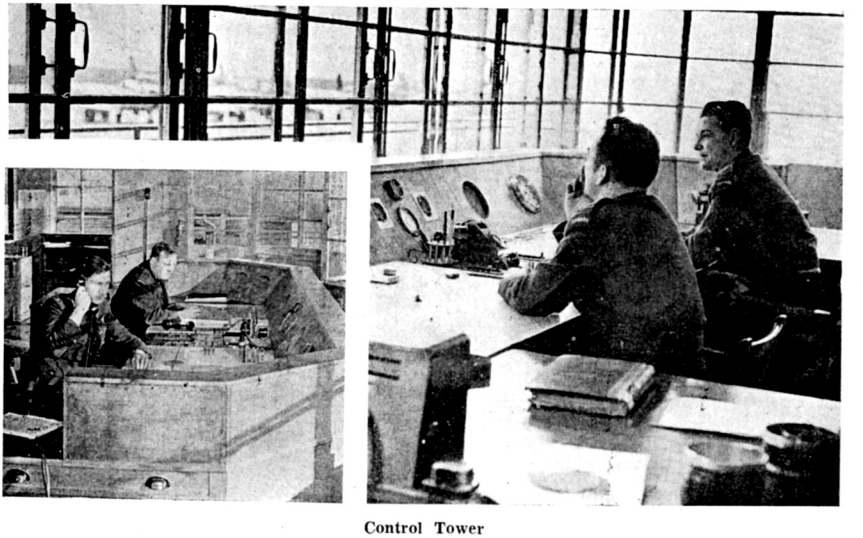
Routine Maintenance

Armament Specialists



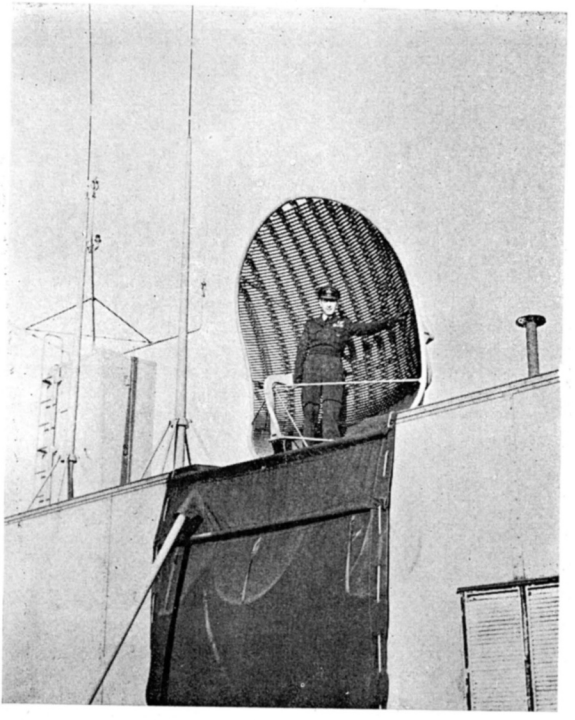
Testing

426 Squadron



Control Tower

Ground Control Approach



GCA Section

Ground Controlled Approach, better known to most people as G.C.A., is an adverse weather, radar landing aid for aircraft, controlled from the ground. Developed extensively since the end of World War II., this landing aid has been proven far superior to all other types previously used by pilots since man decided to sprout wings. Pilots that flew on the Berlin airlift and also the Tokyo run during the current conflict in Korea will verify its successes. Pilots need virtually no experience in approach procedures to be talked down by G.C.A., and the only equipment an aircraft requires is a functioning radio.

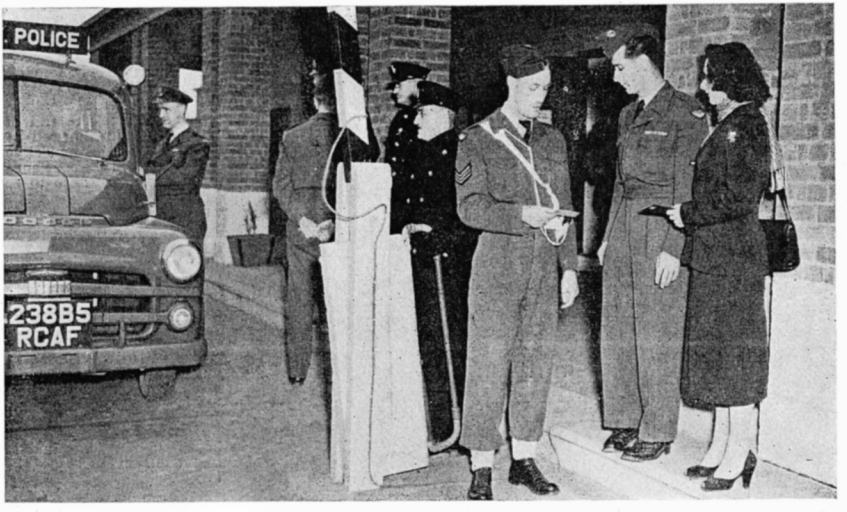
The equipment comprising a G.C.A. unit is too complicated and technical to delve into, but a brief outline will give you some idea of the great expense and effort the R.C.A.F. has put forth to give its pilots the best. The unit here at North Luffenham, the first of its kind this side of the Atlantic, is the newest and of the most up to date type called an Army/Navy Cargoed Pulse Navigation Type 4 (AN/CPN4). It consists of one operations and one power trailer. The operations trailer being the trailer with all the complex equipment of radar. The power trailer contains two Diesels, an air conditioning unit and heater necessary to operate the radar and communications equipment which in turn is required to perform a G.C.A.; "Talk Down." The equipment contains all the newest radar inventions. By far the most interesting being M.T.I. (Moving Target Indicator), which allows a Controller to view only aircraft on the scopes. Altogether there are eleven hundreds and thirty-eight tubes and several hundreds relays to add to the technicians' usual radar troubles. But even this only serves to give CPN4 a very distinctive set of characteristics.

Personnel in the G.C.A. Section consist of G.C.A. Controllers, Radar Technicians (Ground and Performance Checkers.

The equipment is manufactured by Gilfillan Bros. of Los Angeles to R.C.A.F. specifications and is entirely transportable by aircraft of the C-54 and C-119 types with a total weight in excess of 17 tons.

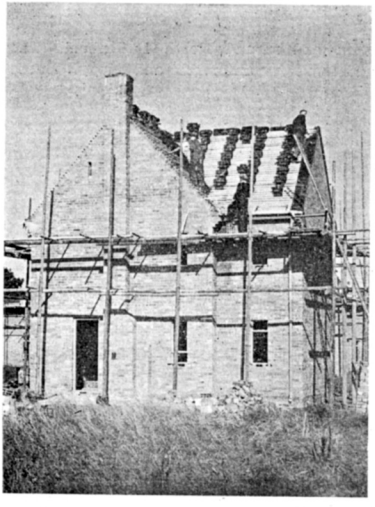
Now that the end of the first year has arrived for #1 Fighter Wing at North Luffenham we of the G.C.A. section sincerely hope that it was as much a success for you as it was for us. But remember! When coming to North Luff via the "Milky Way" we will be waiting with G.C.A.

Young couple discussing wedding arrangements with the R.C. Padre



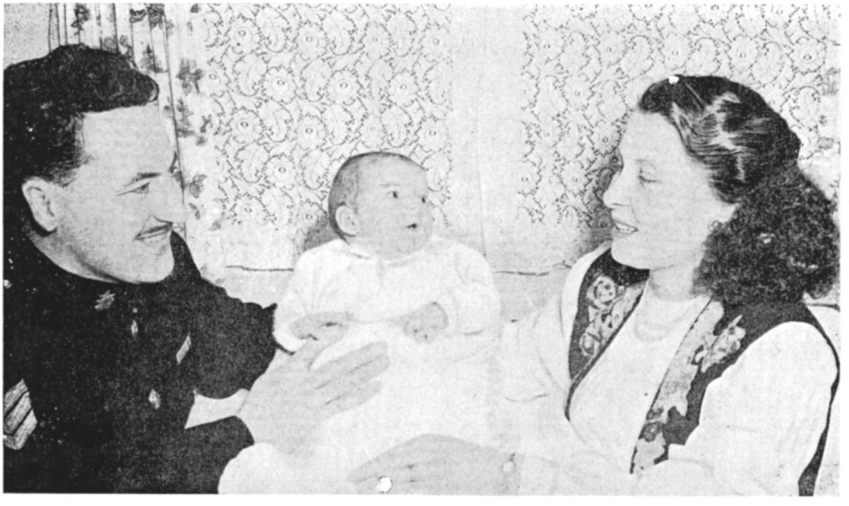
Main Gate — Inspecting Passes

RCAF couple in their cosy little English cottage



Permanent Married Quarters

Hod-carrier



Life in a caravan. Sgt. "Al" Vout, the only Canadian Army Dental Corps' technician in the United Kingdom with his wife and son in their trailer on the base.

Home away from Home

There are quite a few Canadian Home Fires burning in and around North Luffenham. The wives are doing a splendid job to make their husbands and families comfortable and happy. But it isn't easy to get started.

What with shortage of housing, many have to stay in rooming houses, small inns, trailers and ancient dwellings, some without modern conveniences. However, the usual Canadian adaptability and versatility have overcome many of the difficulties.

After securing a dwelling, the second big step seems to be cooking. There are many types of stoves and several systems of fueling. Fuel is not too plentiful, central heating is rare. Then comes purchasing with ration coupons and with that getting to know the new terms for various commodities that are known in Canada by another name. Of course, one gets on to the monetary system after six weeks or so, that is not too difficult because the merchants in the area are very courteous and helpful. Though occasionally, they have difficulty understanding the Canadian housewife.

After finding a place to live, mastering the stove and learning the grocer's language, there is a transportation problem to face. It seems to take about a month before you decipher rail and bus schedules.

The base has a centrally located commissary which offers foods and dry goods at a price to meet the average airman's budget and which solves the travel difficulties for about 90% of the shoppers.

The entertainment facilities are well organised to meet the needs of all personnel. They range from Bingo to Dances and there are always the station cinema and library for quiet entertainment. There's a happy colony of married personnel on the base and in the surrounding area, many with cars of their own. All in all, the Canadian airman's housewife over here has done remarkably well. The Wing is proud of its little "Canada."

Commissary

Post Office

School 'bus (Teacher is wife of Airman driver)

Personnel's children commencing school Sept., 1951

Tommy Byrne, Jnr., 12, won the large cup for diving and the smaller one for all round sportsmanship at Oakham Boys' School

A Family Outing

F/O L. Hamilton and his bride cutting the cake

F/L Joy and the former Dorothy Dark after the ceremony

Canadian Carnival for raising funds to buy church bell, held at Ketton.

Right
Barber Shop Quartet

Left
Hill billy music (Sgt. Connelly)

Hot dogs and Pepsi Cola at the Carnival

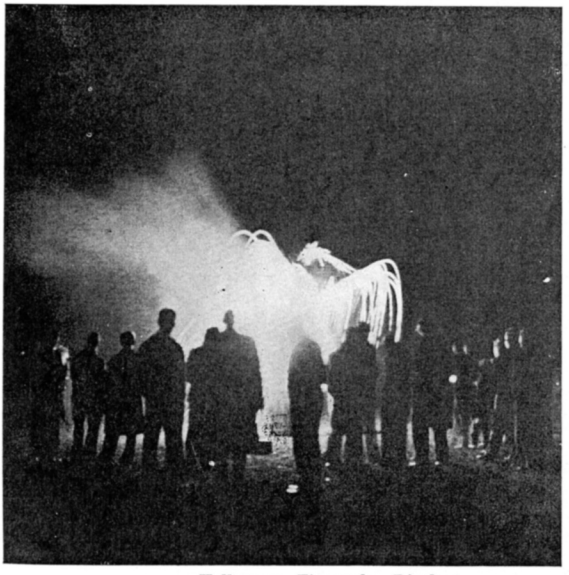
Christmas Carols

English Holly

The station held a Children's Christmas Party

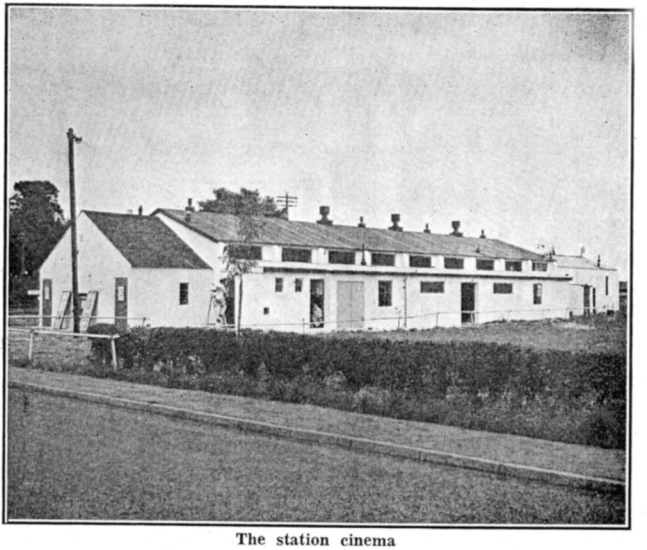
The winners of the Officers' Mess Halloween Ball

Having fun at the Ball



Halloween Fireworks Display

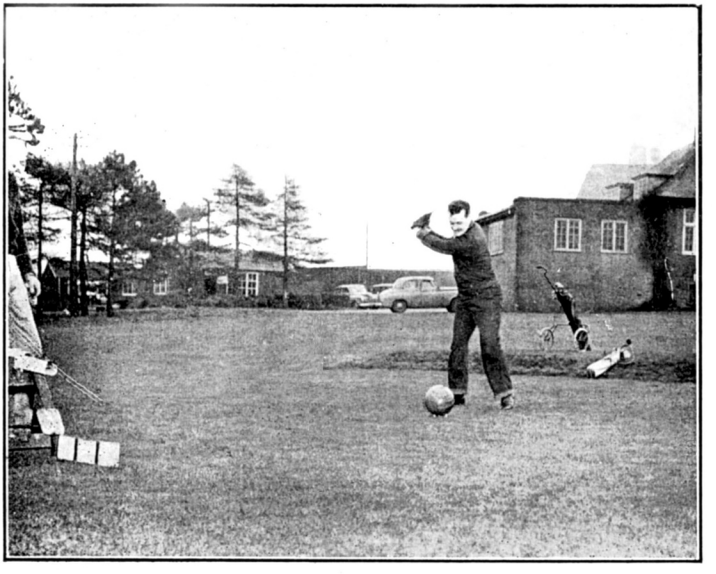
Jolly good!



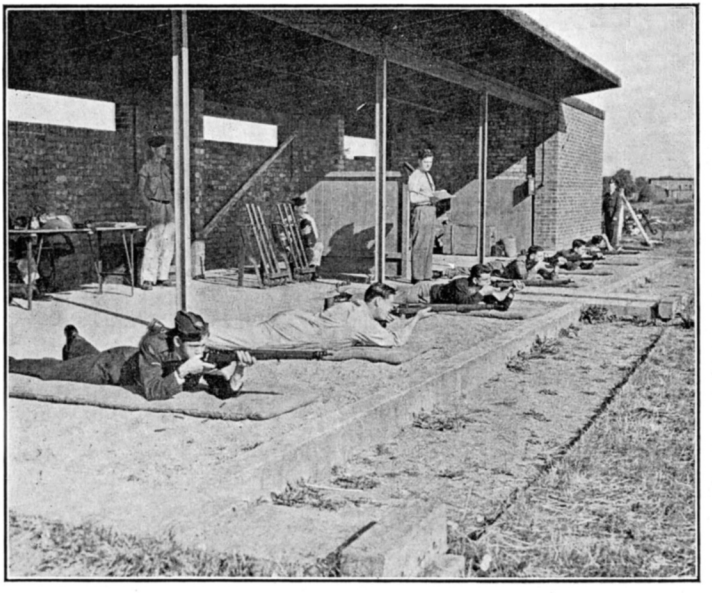
The station cinema

LAC Harry Terry receives the £45 Bingo prize from W/C Spear

Tug-O-War — Station Sports day, August 13th, 1952

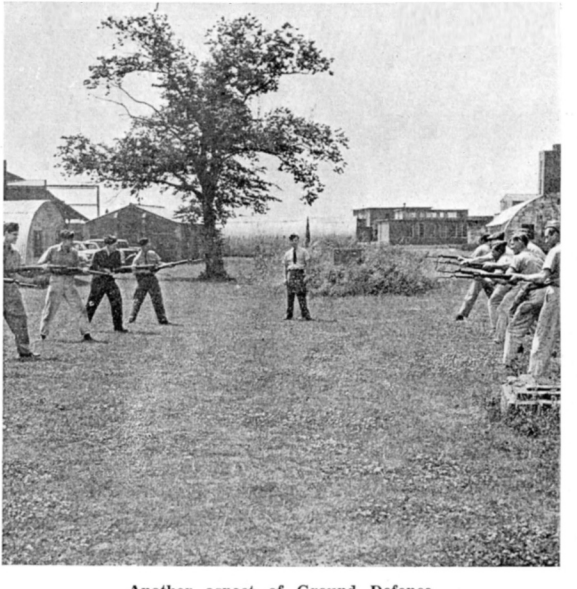


"My shattered nerves"



Ground Defence — rifle practice

On the range



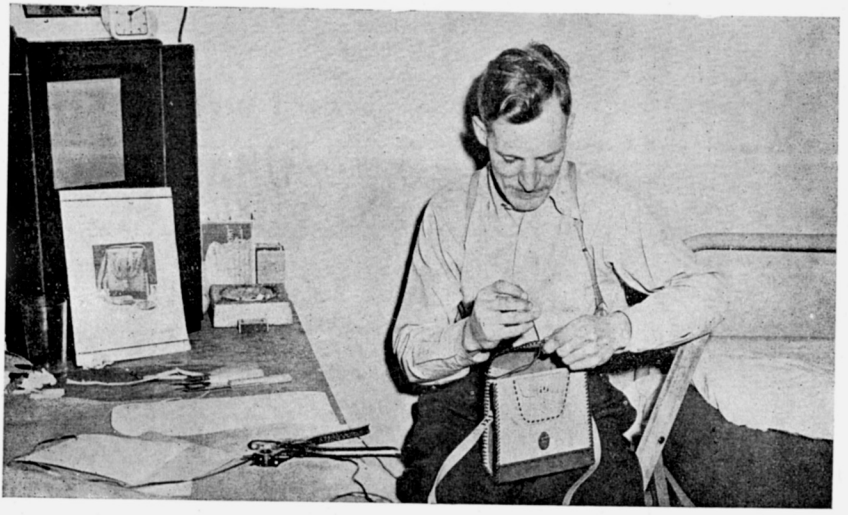
Another aspect of Ground Defence

BASEBALL TEAM:—Back Row, L-R: Sgt. Churchill, L.A.C. Red Girard, Cpl. Knapik, F/Sgt. McFall, Sgt. Golding, Cpl. Jackson, L.A.C. Richardson. L.A.C. Ashley, Cpl. Ellis, Cpl. Maracle. Front Row, L-R. L.A.C. Guilbeaut, Cpl. Foley, L.A.C. Folker, L.A.C. Mercer, G/C Hale, S/L Rosenthal, L.A.C. Cartmell, L.A.C. Barton, L.A.C. Leblanc, L.A.C. Adams. Photo by L.A.C. G. H. Tupper.

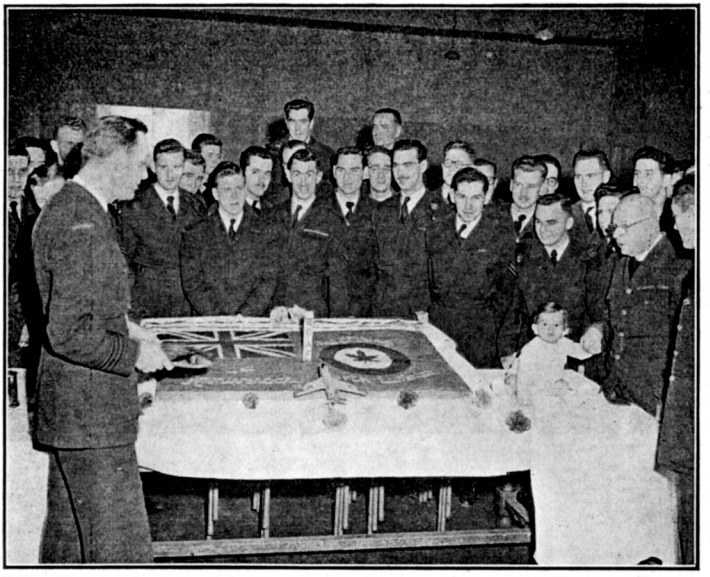
High jumping. August Sports Day, 1952

Basketball

Model aeroplane building in barracks

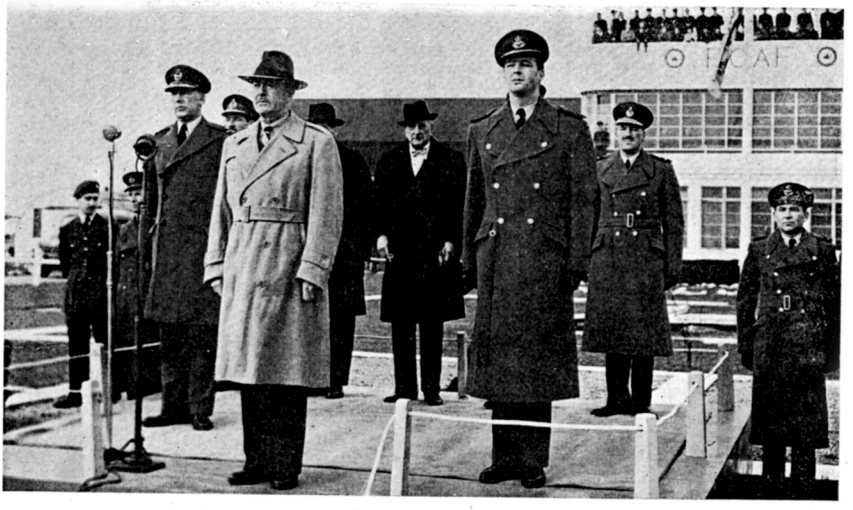


Airman doing leathercraft as a hobby



"The First Anniversary Cake" — Tommy Spear Jnr. (one year) lit the candle, C/O E. B. Hale cut the first piece

Help yourselves, fellows!



British Minister of Defence, received full honours during his visit at No. 1 Fighter Wing's Anniversary Day Parade.

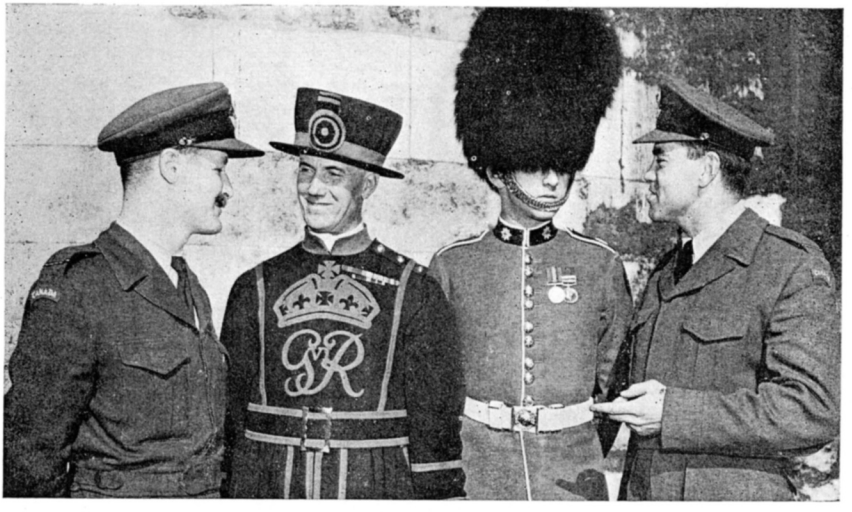
Inspecting the Guard of Honour

The Field Marshal reading the Anniversary issue of "Talepipe," our station newspaper

Battle of Britain "At Home" Day, Sept., 1952

Battle of Britain "At Home" Day, Sept., 1952.

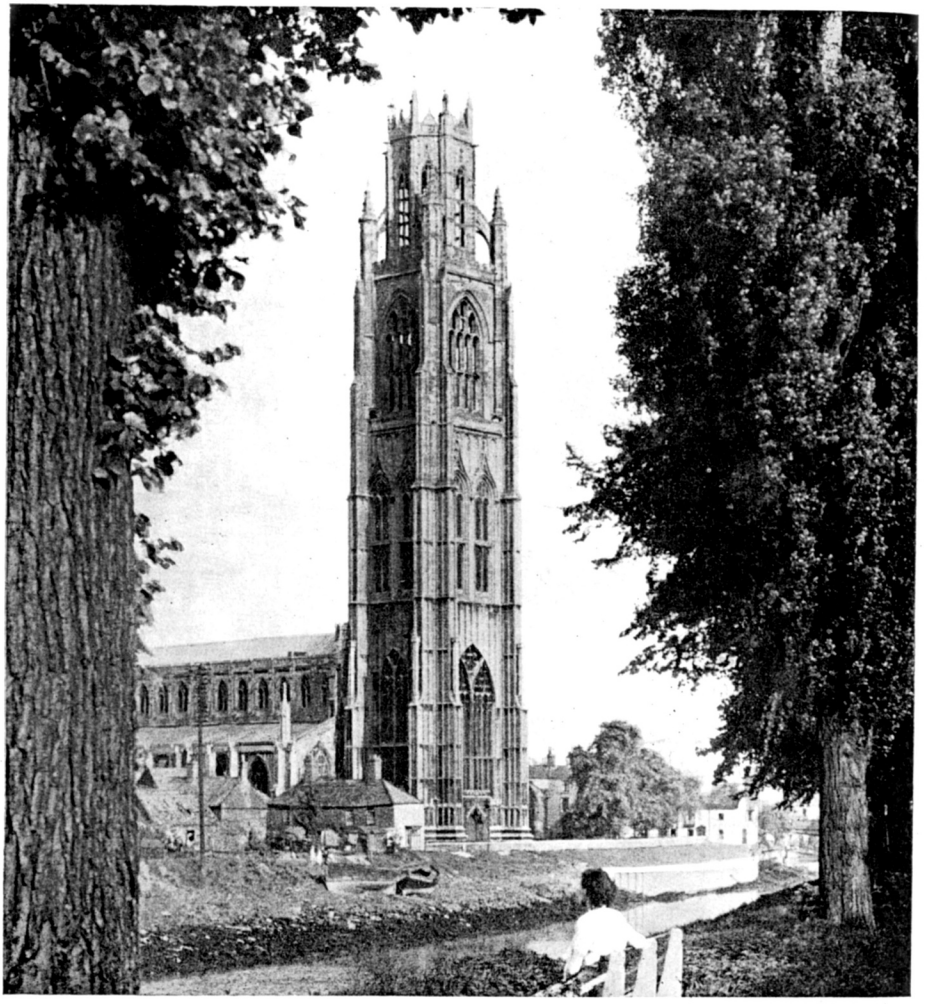
The local hunt — fox and hounds



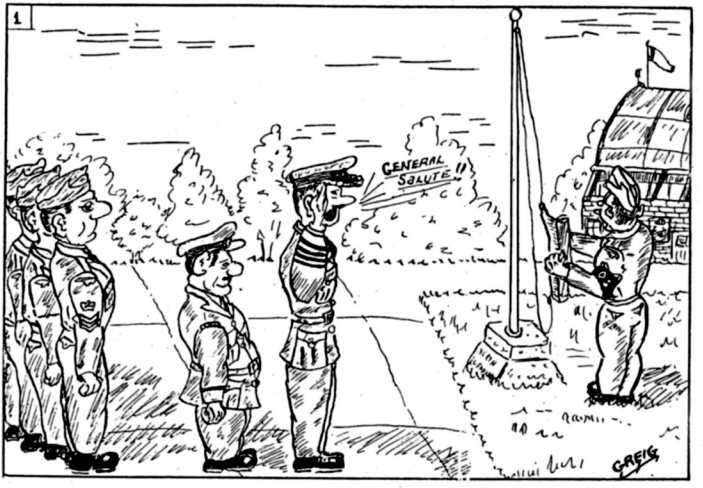
Study in dress; two airmen chatting with the Raven Master and Sergeant of the Guard at the Tower of London

The local pub at Edithweston

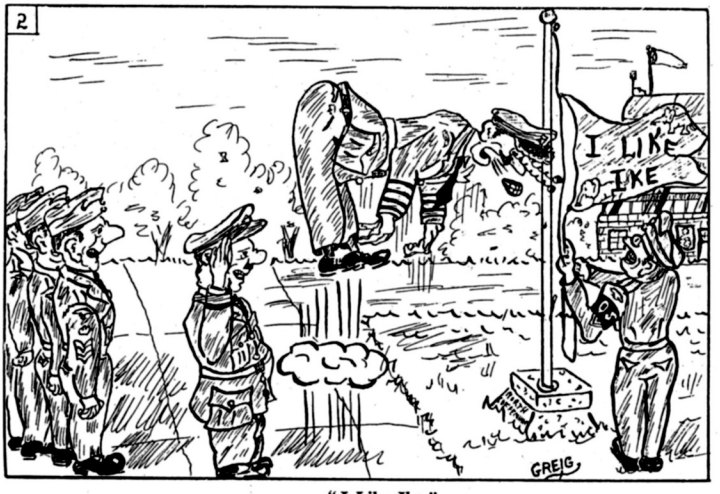
F/Lt. Walker drops in to see "Harry" of the Chez-Moi, London



"The Stump," Boston, England (by courtesy of "Boston Guardian"



General Salute.



"I Like Ike."

THE FIRST YEAR
1951—52

Published by permission of Group Captain E. B. Hale, DFC, CD, Commanding Officer, 1 Fighter Wing, RCAF, North Luffenham, Rutland, England.

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Supply Lines'

TODAY'S Supply Section is a far cry from the old Equipment Section where the stock-in-trade was fondly referred to as "nuts and bolts." We rather proudly take our place as part of the Logistic Force of the service which comprises among other branches Supply Maintenance, Construction, Communications and Transportation.

A little over a year ago our SSO, S/Ldr M. A. Rosenthal, arrived with the advance party to plan and organize supply operations at North Luffenham. Within six weeks the strength of the Supply Section was completed and after the usual scurrying about accommodation was found for all.

Supply operations were set up in a temporary location pending withdrawal of the RAF and on November 15, 1951, we moved into permanent quarters. It was prior to moving that our first shipment of 100 odd tons arrived from Canada, and before we had a chance to unpack, sort and inspect the equipment 410 Squadron arrived with their aircraft. Very little leisure time has been found since 410 took to the air, and we feel that the Supply Section has been able to contribute considerably to the Wing's progress. It has been with the assistance and co-operation of our Squadron and Maintenance Supply Sections that we were able to accomplish so much in the past year.

Since we were to be partially supplied by the RAF to assist us in our tasks, an RAF Equipment Officer and staff were added to our organization. We take this opportunity to record our appreciation to the RAF for establishing with us F/Lt A. V. Henshaw, who we are sure is the best 'equipper' in the RAF.

It was not too long before Ottawa realized that our Supply Section was incomparable and boldly posted personnel to 30 AMB, Langar and 2 (F) Wing, Gros Tenquin. In addition, we lost some personnel who were repatriated. The sharp scimitar recently cut across our path again and transferred Sgt O. Sulek to 3 (F) Wing and F/Lt Hodgins, our fenial 'EL,' to ADC HQ at St. Hubert.

Whether we remain at North Luffenham or not, we all know we have a big responsibility and will carry it through providing we remember " To provide the right item to the right place at the right time."

410 Fighter Squadron

NO. 410 " Cougar " Squadron of the Royal Canadian Air Force has the distinction of being the top-scoring night fighter unit in the Second Tactical Air Force during the period from D-Day to VE-Day. On the eve of D-Day they could count 19 enemy aircraft destroyed and five damaged. Fifteen weeks later, when they moved across to France, their score stood at fifty destroyed, two probables and seven damaged.

410 disbanded not quite four years after it had been formed, with 41 awards won by personnel of the squadron, including one D.S.O., one M.B.E., two bars to the D.F.C., nineteen D.F.C.'s, one B.E.M. and seventeen Mentions in Despatches.

The squadron badge, approved by His Majesty the King in May, 1945, depicts a cougar's head superimposed on a crescent moon. The moon and the motto " Noctivaga " (Wandering by Night) refer to the unit's wartime role as a night fighter unit. The cougar was selected as the squadron emblem because it was a Canadian animal noted for its speed and power in striking down its prey. 410's record testifies how well its personnel lived up to the characteristics of its namesake. The squadron's mascot, a young cougar sent as a gift from Vancouver's Mayor this year, is now at Regent's Park Zoo London, England, where the squadron has maintained its upkeep.

On the first of December, 1949, after an interval of three and a half years, 410 was re-formed at St. Hubert, P.Q., as the first fighter squadron in the post-war Regular Force.

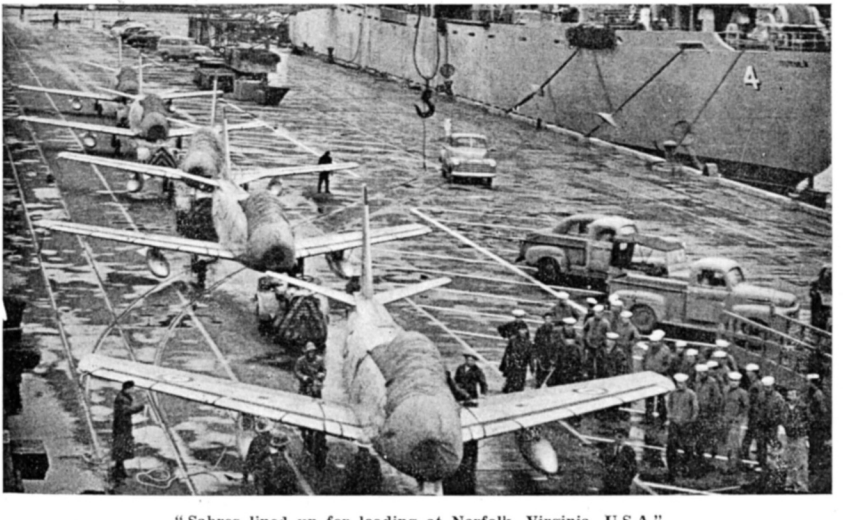
The " Cougar " Squadron began converting from its Vampire fighters to Canadian built F-86 Sabres in February, 1951 and was fully operational on this fast, swept-wing jet fighter by the summer.

410 sailed on the Canadian Navy Aircraft Carrier, HMCS Magnificent on October 31st, 1951, from Halifax, N.S., under the command of S/Ldr. Larry Hall, and was the first squadron to arrive for the Wing at North Luffenham, November 15, 1951, having flown their aircraft from Renfrew Airport, near Glasgow.

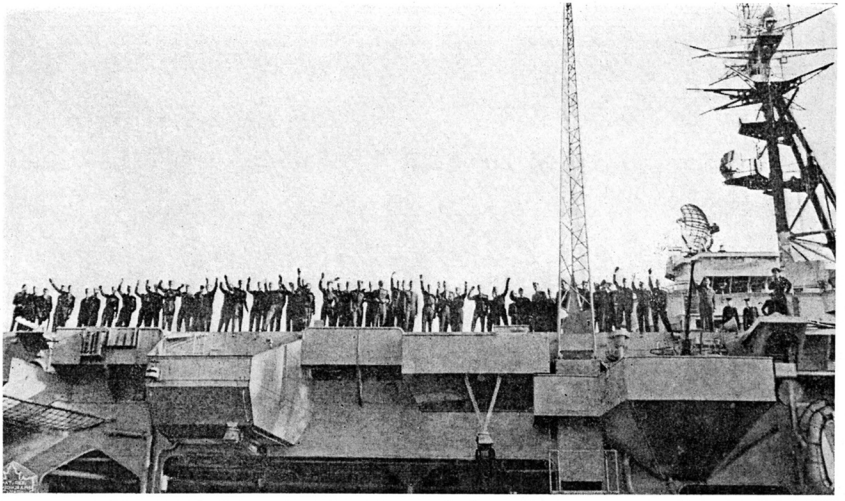
In June, S/Ldr. Douglas Warren, D.F.C., of Ponoka, Alberta, took over command of the Cougars when S/Ldr. Hall left for Air Division, Paris.

Four Sabres of 410 saluted the arrival of Lord Alexander on November 14th with a remarkable display of aerial teamwork.

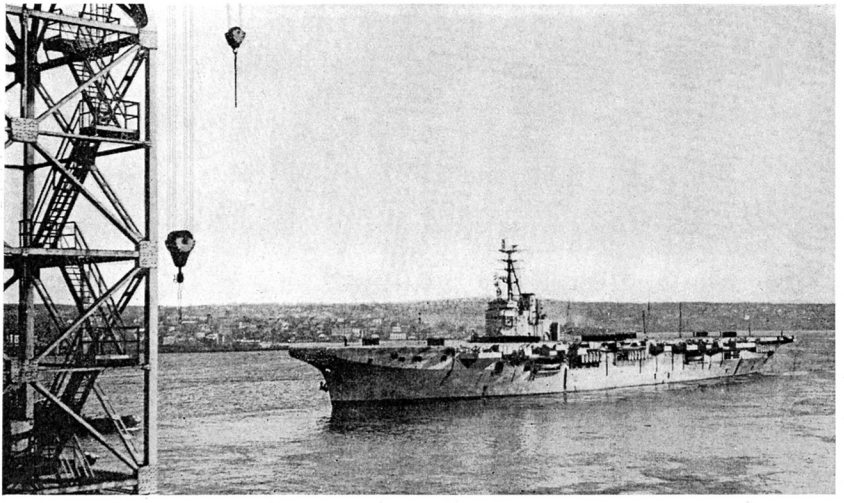
Cougar inserted in crest.



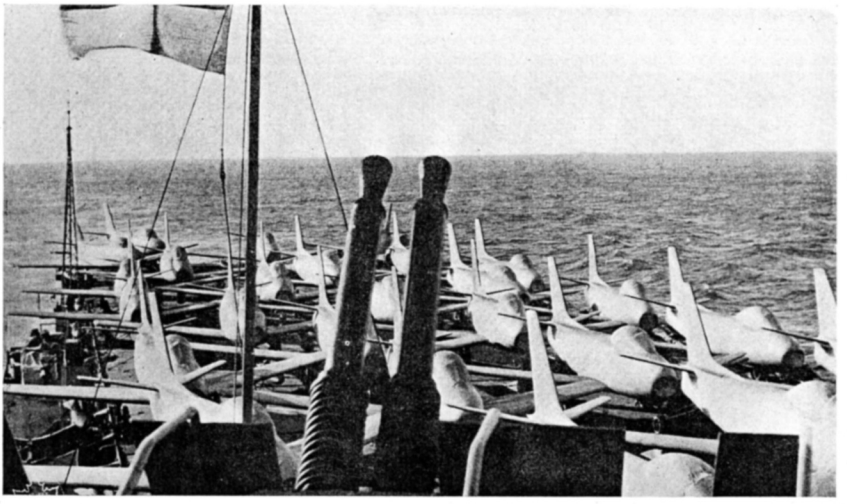
"Sabres lined up for loading at Norfolk, Virginia, U.S.A."



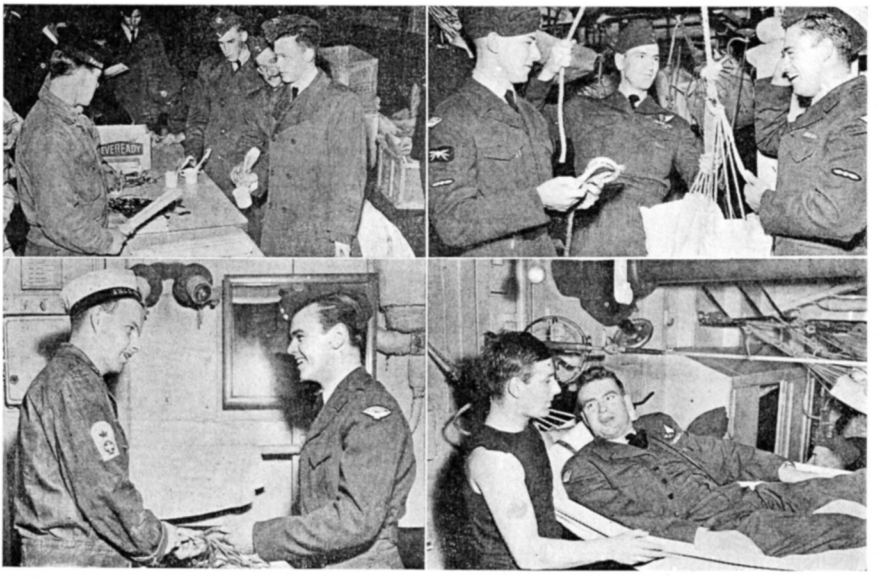
"410 waving goodbye to Canada"



HMCS Magnificent leaving Halifax



Cocooned Sabres begin their rough ride across the Atlantic



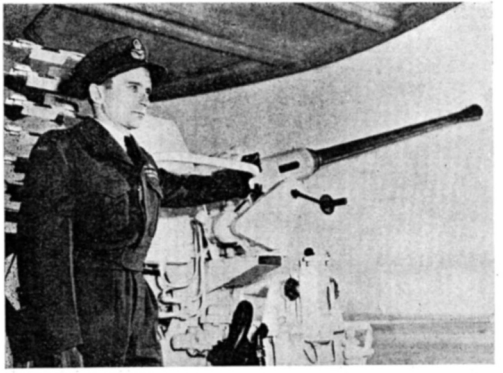
Life on board the "Maggie"

What a gale!

Shootin' the breeze!

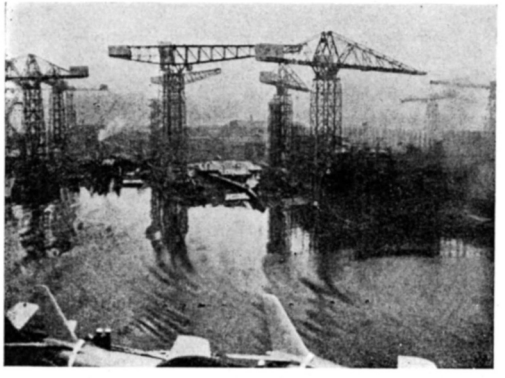
Singin'—Swingin'—and Swayin'

Easy on the rudder—Pal!

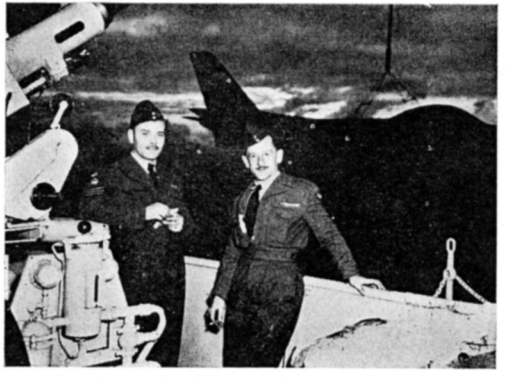


Land Ahoy!

On the Clyde

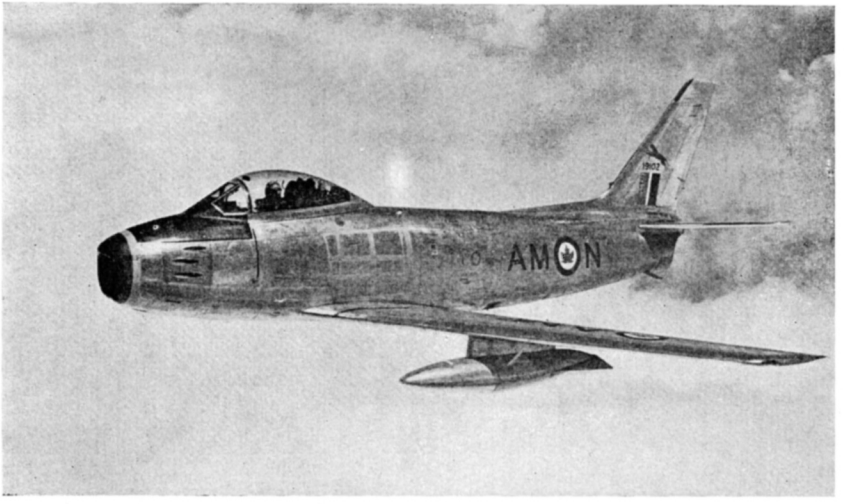


The Glasgow Docks

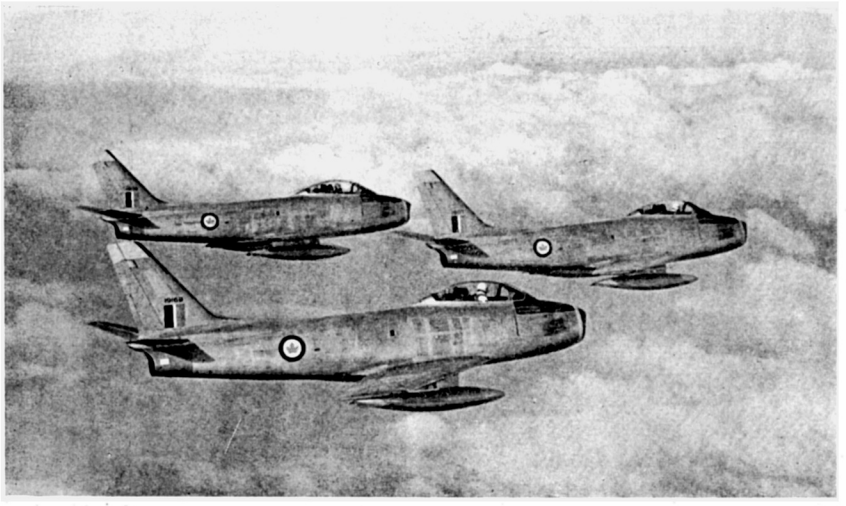


Unloading

On the road to Renfrew — Near Glasgow



Airborne. F/O A. E. Rayner



"Vic" Formation led by S/L Hall

After the flight

441 Fighter Squadron

THE " Silver Fox " Squadron is no stranger in name to the skies of the United Kingdom and Europe, having operated from England from early in 1944 until after D-Day, when it moved to the Continent. It flew from airfields on the Continent for several months, returning in late 1944 to Britain to fly escort patrols for heavy-bomber daylight attacks over Germany. It was disbanded in England in August, 1945, and reformed in March 1951, at St. Hubert on Vampire jets and later converted to Sabres.

441 Squadron was the second unit to join the Wing at North Luffenham, led by its commanding officer S/Ldr. Andrew MacKenzie, D.F.C., a 32-year-old veteran fighter pilot from Montreal. The personnel of the squadron left their base at St. Hubert P.Q. on February 13th, 1952 and came to England on board the Canadian liner Empress of France from Saint John, N.B. Canadian built F-86 Sabre jets for the squadron were brought to the United Kingdom in November, 1951, by H.M.C.S. Magnificent.

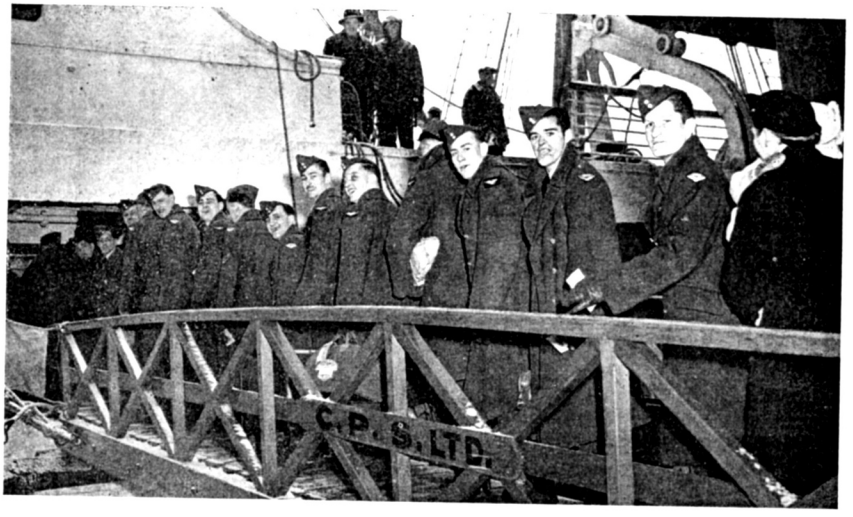
Since joining 1 Fighter Wing the Sabres of 441 have had a large share in the flying operations of this unit, and have been seen at many airfields in England. During the 1952 Battle of Britain Day "At Home," squadron pilots took part in flying and static displays at ten airfields including Luffenham. In Germany and Belgium the black and white checker designation of 441's Sabres has appeared at seventeen dromes. At Brussels twelve aircraft took part in a fly past of NATO air forces.

F/L " Dean " Kelly is in command of the squadron during the absence of *S/Ldr. MacKenzie, who has left for a tour of duty with the USAF in Korea. F/L Kelly showed his flying skill to Field Marshal the Earl Alexander of Tunis, Minister of Defence during his visit on our Anniversary Day, in a thrilling performance of solo aerobatics.

* reported missing December 8th, 1952.

441 March Past in front of the Windsor Hotel, Monteral. February '52

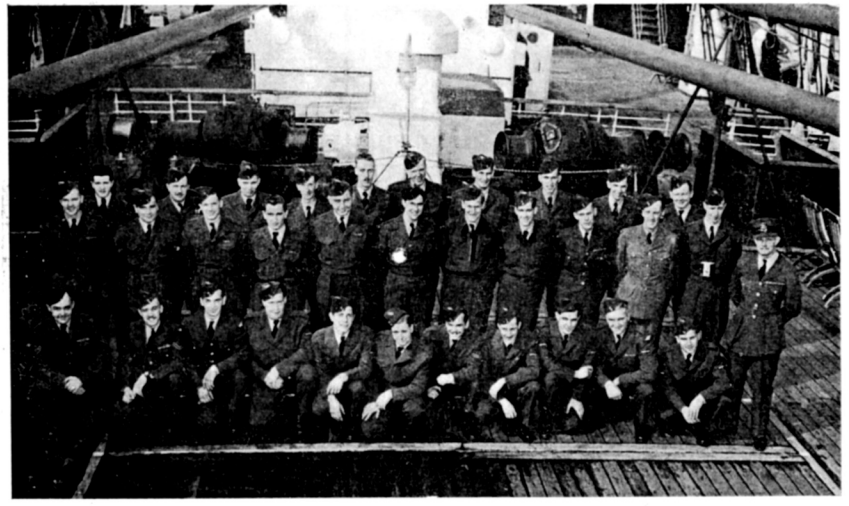
In the dining car on the boat train from Montreal to Saint John N.B. February, 1952



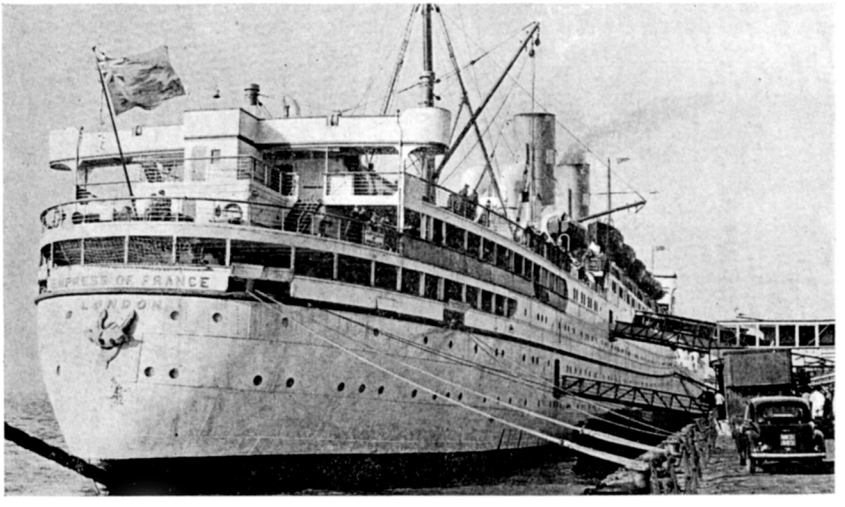
Embarking at Saint John. N.B. February, 1952.

The Captain welcomes
S. L. Mackenzie aboard

On board the Empress of France at Saint John. N.B.



Also on board the Empress of France at Saint John. N.B.



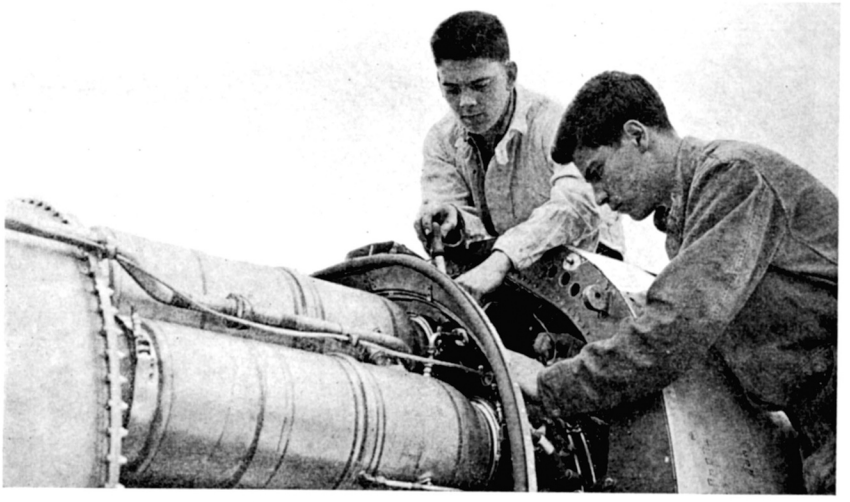
Getting ready to sail.

Arrival at North Luffenham

First visit of Air Marshal Curtis to North Luffenham. April, 1952.

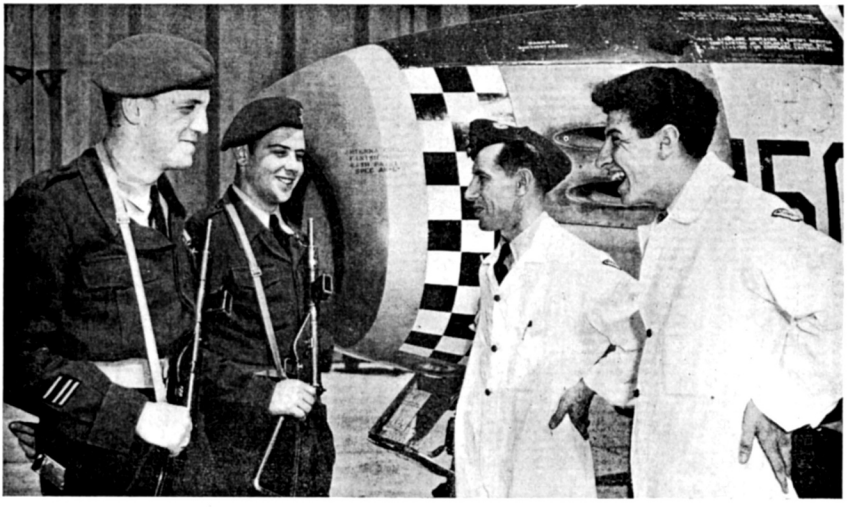
Taking a reading with the "Met" section

All checked — ready to fly

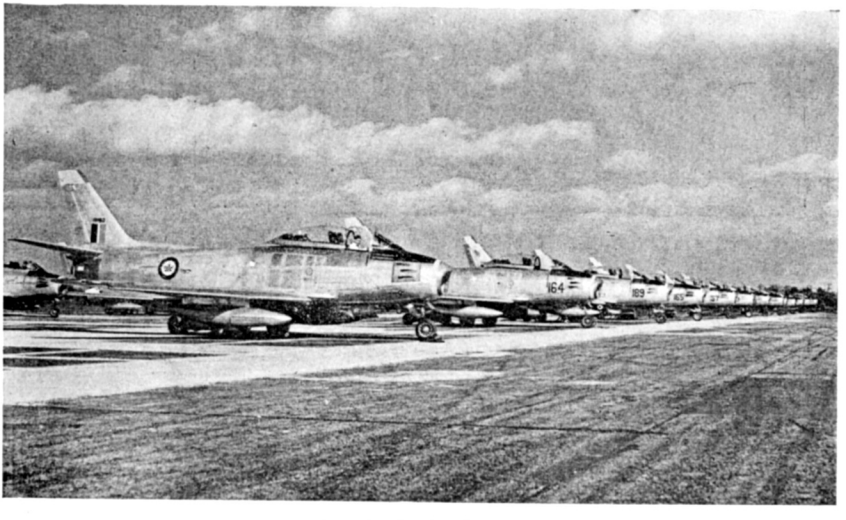


Adjusting the powerful jet engine after flight

Servicing aircraft



Ground crew converses with Guards of the Belgian Air Force at Chievres, Belgium



Aircraft of 441 lined up

439 Fighter Squadron

NO. 439 SQUADRON of the RCAF was the successor of No. 123 (Army Co-operation Training) Squadron which formed at Rockcliffe in January, 1942. In the same month it moved to Debert, N.S., where it was to provide close support and reconnaissance training for Army units which were training preparatory to going overseas.

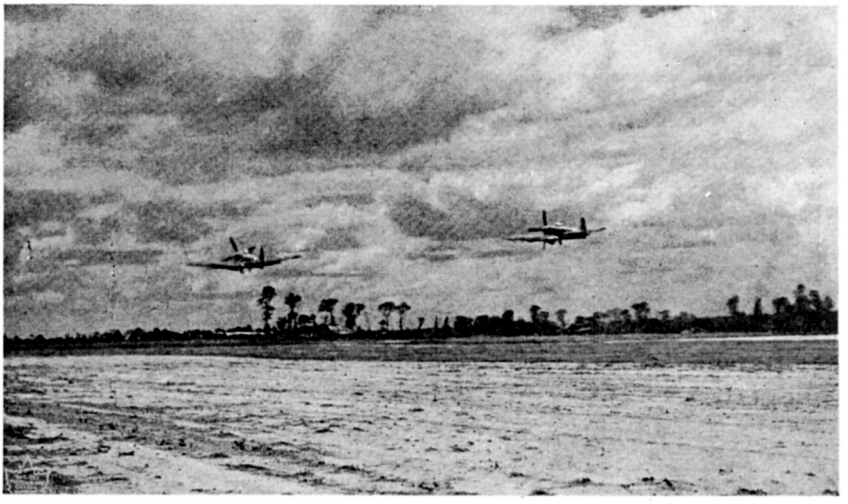
Flying Lysander aircraft, the squadron took part in varied activities, until it proceeded overseas in December, 1943.

The squadron was given its overseas designation of No. 439 at Wellingore, England. Shortly after, it moved to Ayr, Scotland, and started using Hurricane IV's but they were soon replaced by Typhoons. The first operation against the enemy took place on March 27th, 1944. The statistics of the job done by 439 during World War II speak for themselves : 3,999 sorties flown, 1,800 tons of bombs dropped, 270,000 rounds fired, 360 rail lines cut, six bridges knocked out, five locomotives, 65 freight cars, 237 vehicles, seventeen tanks and thirteen barges officially destroyed and hundreds more damaged. Eleven aircraft destroyed, one probable and nine damaged. Twelve members of the squadron were awarded D.F.C.'s

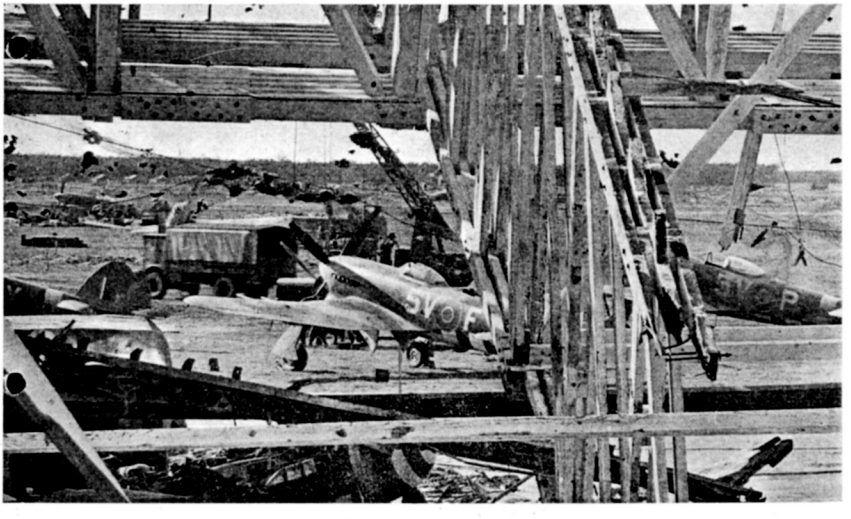
Six years and one month after it was disbanded at the end of the war, 439 re-formed in September, 1951, as a jet fighter squadron. In November the squadron was equipped with F-86 Sabres and under the command of S/Ldr. C. D. Bricker, D.F.C., 439 revived its role of an RCAF fighter squadron.

439 " Tiger " Squadron was the third unit to join the Wing, bringing it up to its normal complement of three squadrons. The " Tigers " made Air Force history as the first RCAF jet fighter squadron to fly the Atlantic on " Operation Leap Frog I." It left Uplands (Ottawa) base on May 30th, 1952 with en route stops at Bagotville, P.Q., Goose Bay, Labrador, Bluie West in Greenland, Keflavik in Iceland and Kinloss in Northern Scotland before landing at North Luffenham on June 15th, after a flight of more than 3,560 miles.

Since arrival the squadron has adapted itself to European and U.K. flying conditions and is now fully operational. On our Anniversary Day, twelve 439 Sabres escorted the aircraft carrying Field Marshal, the Earl Alexander of Tunis and his party to North Luffenham.

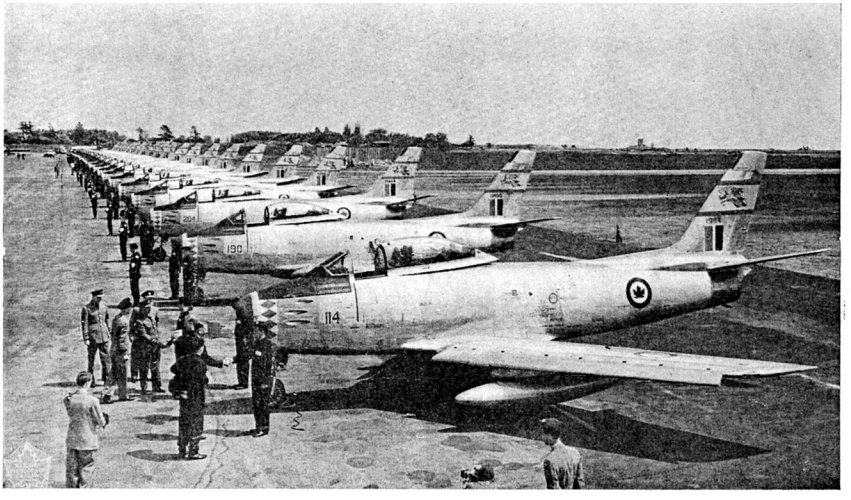


439 Flying Typhoons into the " blue " at Lantheuil, during World War II., August, 1944

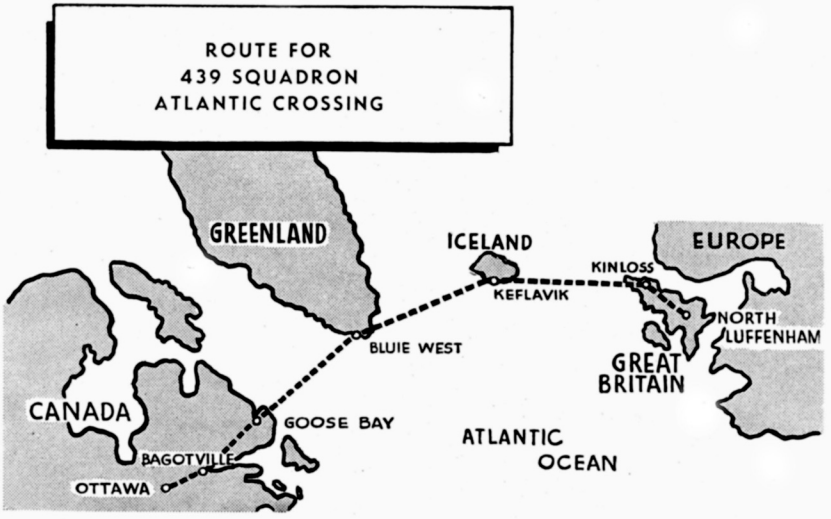


The Squadron Dispersal at Eindhoven.

Sunset Eindhoven, February, 1945

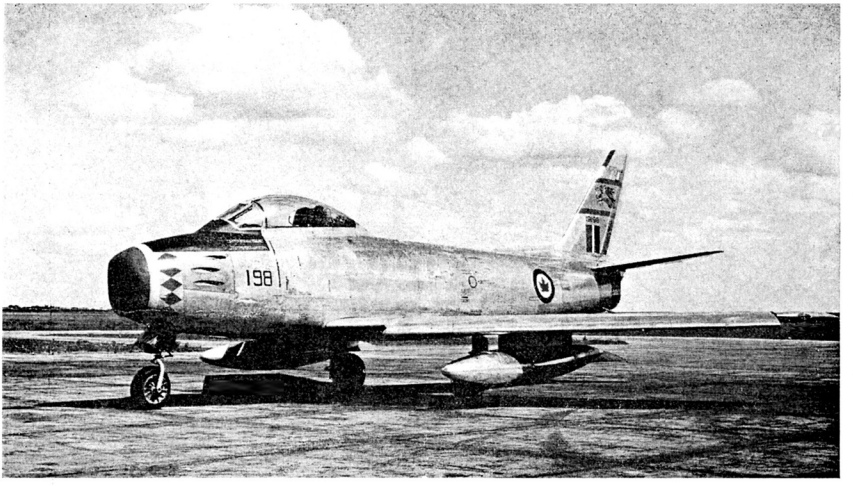


Mid-day at Uplands, May 30th, 1952. 439 Squadron being wished good luck on their trans-Atlantic "Operation Leap Frog One"—Their post war return to the United Kingdom



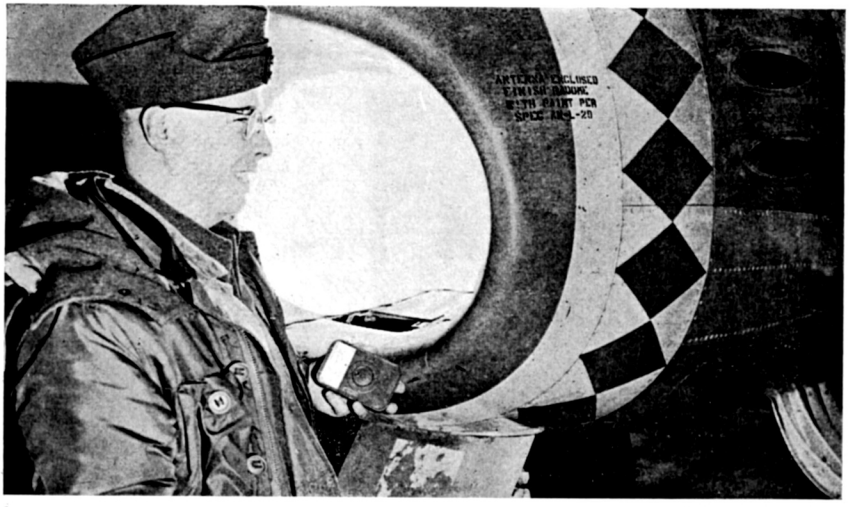
Trans-Atlantic route map

Ground crew flies ahead in a 426 Squadron's North Star transport plane.



Serviceable.

Feeding the "Brute"



Keeping records

To ensure safety

Ways and Means Committee

Hands across the ocean

De-Briefing

Family re-union

Tradesmen All

The Wing thanks Richard A. MacLeod, of the Canadian General Electric Company's Radar Section, for splendid assistance during his six months with us. "Dick" is from Calgary, Alta, and is a member of the Air Force Reserve.

Alteration, page eleven: Air Marshal W. A. Curtis, C.B., C.B.E., D.S.C., E.D., L.L.D.

Remembrance Day Service

A Canadian airman placing wreath on the War Memorial.

Borough of Stamford

Sunday, November 9, 1952

Lest We Forget

"O Valiant Hearts"

O VALIANT hearts, who to your glory came
Through dust of conflict and through battle flame;
Tranquil you lie, your knightly virtue proved,
Your memory hallowed in the land you love.

Proudly you gathered, rank on rank, to war,
As who had heard God's message from afar;
All you had hoped for, all you had, you gave
To save mankind—yourself you scorned to save.

These were His servants, in His steps they trod,
Following through death the martyred Son of God:
Victor He rose; victorious too shall rise
They who have drunk His cup of sacrifice.

O, Risen Lord, O, Shepherd of our Dead,
Whose cross has brought them and whose staff has led,
In glorious hope their proud and sorrowing land
Commits her children to Thy gracious hand.
Amen.

19514 G/C E.B. HALE D.F.C. C.D.
COMMANDING OFFICER

NO.1 FIGHTER WING R.C.A.F.
NORTH LUFFENHAM
RUTLAND ENGLAND
SEPT. 1 1951

20465
W/C R.T.P.DAVIDSON D.F.C. C.D.

78
W/C T.H.SPEAR

1910
W/C T.A.SPRUSTON M.B.E.

37831
W/C L.G.SCHWAB D.F.C.

20009
S/L D.T.BAIN D.F.C.

1933
S/L T.L.BYRNE

20366
S/L J.J.P.V.DAVIGNON

9789
S/L H.J.HEMSLEY

30134
S/L W.W.L'AUGHLAND

22815
S/L J.A. BROWN

1048
S/L M.A.ROSENTHAL C.D.

ZB2279
MAJOR J.G.BUTLER